

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, Etc., and for
PRIVATE RESIDENTS AT THE
OVERSEAS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW READY
THE
DIRECTORY & CHRONICLE
FOR 1909.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers.

No. 15,920. 號十二百九千五萬一第 日二十月三年元統宣 HONGKONG, SATURDAY, MAY 1st, 1909. 拜禮 號一月五年九零百九千一英港香 PRICE, \$3 PER MONTH.

NEW PIANOS

ON HIRE

AT \$10 PER MONTH.

TUNING AND
REGULAR
ATTENTION
INCLUSIVE.

S. MOUTRIE & CO.
LIMITED.

CHATER ROAD.

Hongkong, 1st October, 1908. [a40-1]

WATCH

T
H
I
S

SPACE

[a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE Proprietors.
M. MAILLE

[a6]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 10 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 2 hours.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW DESIGNS IN
SELECTED TEAK FURNITURE.
SIDEBOARDS AND DINNER WAGGONS.
DINING TABLES. CHAIRS. DESKS.
BOOKCASES. FOLDING CARD TABLES.
HALLSTANDS. HALL CHAIRS.
BEDROOM SUITES. WARDROBES.

FIRST CLASS WORKMANSHIP
INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1909. [a33]



KUPPER'S
PILSENER BEER.

THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 15th April, 1909. [a35]

AN
"ALL NIGHT"

DRUG STORE.

You can get what you need at WATKINS DISPENSARY any hour of the night.
All that you need do to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
given, willingly—cheerfully.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

DISPENSE PRESCRIPTIONS.

WATKINS, LIMITED,

The charges during the night hours are the same as by day.

CHEMISTS AND DRUGGISTS,

31, Queen's Road Central,

HONGKONG.

NIGHT AND DAY TELEPHONE: 492. [a69]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★★ - \$22.50

" ★★★ - 20.00

" ★★ - 17.00

WHISKY, PALL MALL - 20.00

" JOHN WALKER & SONS' - 12.50

OLD HIGHLAND - 12.50

" C. P. & CO'S SPECIAL - 10.50

BLEND - 10.50

PORT WINE, INVALIDS - 20.00

DOURO - 13.50

SHERRY, LA TORRE - 16.00

AMOROSO - 20.00

BENEDICTINE, D.O.M. - QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

JOHN ROBERTS & COMPANY LTD.

BILLIARD TABLE MAKERS,
BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra
heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible
Pocket Plates best Whippoor Pockets, Six Chalk Cups, Superfine West of England Cloth,
and patent adjusting toes, with lever for levelling, complete with the following accessories—

12' Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedge and 3 Circles.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.
1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Rules, Framed.
1 Best Billiard Brush.
1 Set "Crystalline" or "Bonzoine" Bill. Balls.
1 Box Best Cue Tips, assorted.
1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Best Silk Spots.
2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiard
can be had on application from the Office of this paper.
Hongkong, 1st April, 1904. [572-1]

A POWERFUL
DISINFECTANT



AND
GERMICIDE.

PULICIDE.

MOST EFFECTIVE IN PREVENTING PLAGUE, CHOLERA, MALARIA, ETC.
BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS
AND VERMIN AND ALL DISEASE GERMS.

AS SUPPLIED TO AND RECOMMENDED BY THE SANITARY
DEPARTMENT, HONGKONG, AND USED BY THE
GOVERNMENT OF INDIA.

CHEAP. HARMLESS. CONVENIENT.
EFFECTIVE.

DIRECTIONS:—A teacupful (quarter pint) to be added to a pailful (three gallons) of water.
To be used for washing floors, clothes, utensils, etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG, CHINA AND MANILA.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR. [123]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE, No. 696.

NEW NOVELS \$1.75 EACH.
Hydrographical Surveying, by Wharton
and Field: New Enlarged and
Revised Edition ... \$17.00
Modern Gas and Oil Engines, by F.
Grover ... 4.20
The New Spirit in India, by H. W.
Nevison ... 9.00
Personal Religion in Egypt before
Christianity ... 2.25
Three Plays of Shakespeare, by
Swimburne ... 2.25
My Experiences in Cyprus, by Basil
Stewart ... 4.50
Roman Life and Manners, by L.
Fieldlander ... 4.50
The Art of Modern Conjur'g ... 2.75
Cole's Fun Doctor ... 1.75
Another Hardy Garden Book ... 5.50
The Fernandez Reciter: Popular and
Humorous ... 2.75
Regulations Relating to the Examination
of Engineers ... 40
Regulations and Suggestions as to the
Survey of the Machinery of
Steamships ... 40
High Life in the Far East, by James Dalziel:
"Author of 'In the First Watch'."
Septimus, by William J. Locke: Author
of "Beloved Vagabond."
Adventures of Louis Blake, by Louis Becke.
The Tempting of Paul Chester, by Alice
and Claude Askew.
The Crime on Canvas, by F. M. White.
Sir Marmaduke's Marriage, by Florence
Warden.
The Capture of Paul Beck, by M. McDonnell
Bodkin.
The House Called Herriah, by "Rita."
The Iron Heel, by Jack London.
The Sin o' Allison Darling, by L. G.
Moberly.
"This My Son" René Bazin.
We of the Never Never, by Mrs. Arness
Gem.
The Conventionalists, by R. H. Benson. [a52]

"CLAN MACKENZIE"

SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS. [a34]

WANTED IMMEDIATELY.

FOR an country, Central China, a duly
qualified CHINESE or FOREIGN
DOCTOR. He must have had Hospital train-
ing in a first class Hospital for the usual term
of years and have been in regular practice
thereafter for 3 to 5 years. Good surgical
experience indispensable.
Application for the above post, stating age,
qualifications and experience and enclosing
copies of diplomas, certificates, etc., (not return-
able) and stating salary expected should be made,
in writing only, to—
T. K. TOW,
Care of IMPERIAL CHINESE TELEGRAPH,
The Bund,
Shanghai. [a51]

WANTED IMMEDIATELY.

ASSISTANT ACCOUNTANTS (Chinese),
(required to furnish Bond Tls 5,000).
Interpreters to Engineer. (Chinese).
Translators. (Chinese).
Stenographer and Typist. (Chinese).
Typists. (Chinese).
Efficient Clerks for English Correspondence.
(Chinese).
Application for the above positions should be
made in writing only accompanied by Copies of
Testimonials (which will not be returned) stating
qualifications, experience and salary expected
to—
T. K. TOW,
Care of IMPERIAL CHINESE TELEGRAPH,
The Bund,
Shanghai. [a577]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

"KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.

Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE. [a45]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns. Large airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 696.
Apply to—Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHEY,
Proprietress. [a43]

Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMEN—CANTON.

MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA," SHAMEN.
SITUATED ON THE BRITISH CONCESION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every information and special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor. [a1623]

"BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA). MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.

All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tin) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER. [a195]

KIALAT HOTEL,

SWATOW.

If you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice
Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from
German Consulate.

Mrs E. WILL,
Proprietress.
Swatow, 1st April, 1909. [a552]

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT WHISKIES DISTILLED IN SCOTLAND OF GENUINE AGE AND FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & CO'S BULL DOG BRAND GUINNESS STOUT

A. S. WATSON & CO. LIMITED, ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news of Hongkong should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Codes: A.H.C. 5th Ed. Lieber.
P.O. Box, 34. Telephone No. 12.

MARRIAGE.
On April 24th, at Shanghai, JOHN ARTHUR, the youngest son of the late NINE MULLER, of Shanghai, to NELLIE ARTHUR, eldest daughter of the late J. MACVIAH and Mrs. S. M. McLENNAN, of Shanghai.

DEATH.
On April 26th, at Shanghai, JANE ELLIS ANDERSON, aged 40 yrs.

HONGKONG OFFICE: 10A, DES VOUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 1ST 1909.

Now we know the "hen roosts" the Chancellor of the British Exchequer has for six months past had it in his mind to rob. Careful estimates of the increasing expenditure and the falling revenue showed months ago that the Chancellor would be obliged to raise something like fifteen millions of new taxation. The actual amount is sixteen and a half million sterling. Mr. Lloyd George had himself told the country that he was not going to tax the working people, and another member of the Government in a burst of frankness last Autumn predicted that when the Government proceeded to raise the money to meet the expected deficit they would be described as a set of thieves and plunderers. These two declarations indicated pretty clearly the nature of the proposals the Chancellor of the Exchequer would embody in his Budget statement. Ever since then there has been a settled conviction in the public mind that the Government were relying on some drastic method of graduated taxation, and the telegraphic summary of the Budget statement which we publish this morning shows the inference to have been perfectly correct. The Budget has been

framed on the lines of what Mr. Lloyd George would call "true, democratic finance." In the case of earned incomes not exceeding £500 there is to be some abatement of the tax in respect of every child under sixteen years of age who is maintained out of that income; and there is to be no increase in the income tax on earned incomes not exceeding £3,000 per annum; but incomes above that amount are to be charged an extra 2d in the £ (making 1s 2d in all), while in the case of incomes exceeding £5,000 per annum it is proposed to impose what is called a "super tax" of 6d in the £, so we take it that the man earning over £5,000 a year will have to pay income tax at the rate of 1s. 8d. in the £. Then, in addition, there is to be a "re-adjustment" of the death and succession duties to provide another four millions, or about 20 per cent more than they do now. And it is quite in accordance with Mr. Lloyd George's ideas of democratic finance that motors should be made to bear a much heavier tax than they bear now. Four-wheel motors not exceeding one ton pay a license fee of two guineas, while motors not exceeding five tons pay a fee of five guineas. It is proposed that the scale of taxation on these vehicles shall in future range from two to forty guineas! During the last two or three years there has been a great development of this traffic in England. According to the latest statistics to which we are able to refer there were in Great Britain at the end of 1907, 61,617 motor cars used for touring purposes, and 4,124 used for commercial purposes, while the number of motor cycles in use was 53,577. As compared with the returns for 1906, the percentage of increase in the case of touring cars was 34; and in that of commercial cars 52. With increase of competition in this industry and consequent cheapening of cost, we may suppose that the number of such vehicles in use at the present time shows a substantial increase on the figures we have quoted. The motorist is still further attacked by the proposal to place a tax of 3d per gallon on petrol, the fuel he uses. Then we have the taxation of unearned increments in the value of urban land, as well as a tax on undeveloped urban land. The Licensed Victuallers are required to bear increased burdens in the way of taxes and licences, and the duties on spirits and tobacco are increased.

The Budget proposals are in short a direct attack on Capital. So far as the increased tax on motors is concerned, we fancy that would be widely approved if the proceeds found their way into the treasuries of the local governments who, as motor cars have come into general use, have had to increase their expenditure on the maintenance of the public highways. But it is not for this that the increased toll is demanded by the Chancellor of the Exchequer. It is doubtless a popular thing to prop so a system of democratic finance such as Mr. Lloyd George has invited the House of Commons to adopt; but in practice people are far too apt to find that what is called taxing the capitalist usually ends in taxing the labourer, for the rich man, though he may groan and declare that he is being robbed, generally manages to shift the burden on to other shoulders. There can be no doubt whatever in the minds of all thoughtful men that legislation of this character is likely to do incalculable injury to the country, and is certain to retard that improvement in trade which is the only solution of the problems of poverty and unemployment which the Government profess to be so anxious to solve.

The Lord Bishop of Victoria will preach at St. Andrew's Church, Kowloon at the evening service to-morrow (2nd May) at 6 p.m.

Colonel Bayard inspected the Shanghai Volunteer Corps last Saturday and expressed his surprise at the degree of efficiency shown.

A Chinese merchant appeared before Mr. F. A. Hazeland at the Magistracy yesterday on two charges of failing to stamp receipts. On each count he was fined \$25.

The s.s. Glenfalloch, which arrived from Singapore yesterday, brought ten deportees who are being cared for at the Central Police Station until opportunity offers to forward them on to China.

Two charges of larceny of clothing against a native were heard by Mr. J. H. Kemp at the Magistracy yesterday. On each count his Worship recorded a conviction and passed sentence of three weeks' imprisonment and three hours' stocks.

While a gasfitter was connecting a pipe in the moulding room of the Quarry Bay Shipyard, the board on which he sat slipped out of one of the rope loops by which it was supported, and the fitter fell to the ground, a drop of about 30 feet. He was immediately removed to hospital, but it is not expected that he will recover from the effects of his fall.

Before Mr. F. A. Hazeland at the Magistracy yesterday, eleven ricksha coolies were fined \$2 apiece for obstructing the entrance to St. Francis Street.

The total output of the Chinese Engineering and Mining Co's three mines for the week ending 17th April amounted to 29,907.80 tons and the sales during the period to 26,977.75.

At the Marine Magistrate's Court yesterday, before Commander Basil R. H. Taylor, R.N., five boatmen were fined \$3 apiece for mooring their boats within one hundred yards of low water mark at Yau-ma-tei.

Five Filipinos have been sentenced to be hanged and ten of them to imprisonment for life for the murder of Charles E. Trotter, Vicente Toledo and Jose Cayanan in the foothills of Zambales Mountains last October.

Between the 1st and the 26th April no fewer than 120 cases have been filed in the Court of First Instance at Manila against Filipinos and Chinese for illegal possession and use of opium. Of this number 16 were Filipinos, three being women, and the remainder Chinese.

A meeting of His Majesty's Justices of the Peace was held at the Magistracy yesterday afternoon to consider an application from Carl Fiedler for permission to remove Weismann's business to 14, Des Vaux Road Central. Mr. J. H. Kemp presided, and there were also present Messrs. F. J. Bodeley, C. D. Melbourne and E. H. A. Craig. No police objection being offered, the application was granted.

Sergeant Bartholomew, R.G.A. Singapore, was accidentally shot while putting the men through their drill in the Drill Hall Singapore last week. It seems that he found occasion to change one of the target ships. Unhappily the gunner who was laying was not apparently aware of this action, and the gun was laid and fired. The bullet struck the Sergeant in the right side about six inches above the waist, and completely penetrated to the front of the body where it was found under the skin. The injury though serious is not regarded as critical.

A contributor to the Japan Gazette who writes under the nom de plume of "Looker On" says: "The transfer of Mr. H. W. Kirby to Hongkong will remove from among us a fine fellow and one of the very best all-round sports. The rowing men will miss him, and even more deeply will his loss be deplored on the cricket field, where he has for years been a tower of strength in the time of necessity. In football also, and in athletics generally, he has always taken a keen and active interest, doing things without ostentation, but 'getting there every time.' His good work with the Boys' Brigade, first as lieutenant and then as captain, is well known, while the Royal Society of St. George and many other institutions have benefited by his services. He is a 'worker' and we can ill afford to lose him." Mr. Kirby arrived here yesterday.

B. NDMANN DRAMATIC COMPANY.

Opera and comedy, varied occasionally with vaudeville, have constituted most of our recent after-dinner entertainment in Hongkong, and though the lighter aspect of comedy and the pleasing strains of opera will always prove superior attractions there can be no doubt that the approximation of legitimate drama still exists, even in the Far East. Melodrama may not command many patrons in Hongkong, but there can be no doubt that legitimate drama, with its engrossment of the audience, and its thrilling scenes and dramatic situations still holds its original place in the affections of most people. That being so, the Bandmann Dramatic Company should be well received on the present occasion. This is the first visit of the dramatic combination and there can be little doubt that the experiment will prove a successful one, especially as the company, which is remarkably strong, includes such a clever actor as Mr. Henry Dallas, and the repertoire is exceedingly attractive.

Last night the company gave the first taste of their quality when they produced "The Prisoner of Zenda," a powerful play which has aroused no little interest. True, the audience might have been more numerous, but it may be expected that the good impressions which they carried away last night will spread and that to-night there will be a larger house to witness that old favourite, Du Maurier's famous "Trilby." "The Prisoner of Zenda" is certainly a dramatic production. It gripped the audience from the start and its more powerful situations roused them to enthusiasm. The artistes, too, are to be congratulated on the interpretation they gave of their various parts.

RECAPTURE OF AN OLD OFFENDER.

In 1906 a native who was arrested at Shatin for kidnapping a girl and being intimate with her was sentenced by Mr. G. N. Orme to twelve months' imprisonment at Tai-po. Sergeant Deveney was in charge of the case, and when sentence was passed, despatched the prisoner to Hongkong in charge of a hukong. At Kowloon City the prisoner made his escape, but on Wednesday last after enjoying more than two years' freedom he was re-arrested and entered on the charge sheet for escaping from custody. Sergeant Deveney's evidence of identification proved conclusively that the prisoner was the man wanted, and his Worship sentenced him to eighteen months' imprisonment, to run concurrently with his previous sentence.

NEW EXPEDITION TO THE SOUTH POLE.

M. C. E. Borchgrevink, the Norwegian Antarctic explorer, announces his intention of conducting a new expedition to the South Pole, which will leave Europe some time during the summer. The expedition, the financial and other details of which have already been settled, has been arranged under the auspices of the International Polar Exploration Commission at Brussels.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BUDGET.

"THE MADDEST EVER INTRODUCED"

A DIRECT ATTACK ON CAPITAL.

LONDON, April 29th.

The Chancellor of the Exchequer in his Budget speech recommended:

- (1) The suspension of the Sinking Fund, which will provide a sum of £3,000,000.
- (2) The increased Taxation of Motor Cars, the tax to range from two to forty guineas.
- (3) A tax of 3d per gallon on petrol.
- (4) An increase of income tax on unearned incomes by 2d in the £.

LONDON, April 29th.

The Budget leaves the taxes on Tea and Sugar unchanged.

The realised deficit for 1908-9 is £714,000, making a total deficit of £16,500,000 (estimated for the coming year.)

The income tax is increased as follows:—On earned incomes over £3,000 by 2d. in the £; earned incomes under £500 will receive certain abatements in respect of every child under sixteen years of age; and a super-tax of 6d in the £ is proposed on incomes exceeding £5,000 per annum.

The Chancellor of the Exchequer also recommends the re-adjustment of the death and succession duties, and it is estimated that these will produce an extra £3,920,000.

Mr. Lloyd George spoke for three hours, when he was overcome by exhaustion. He will resume his address later.

LONDON, April 30th.

Other Budget proposals include:

A tax on clubs;
Various increases and graduations of the liquor taxes, the licenses producing £2,600,000;

That the State shall henceforth take one-fifth of the unearned increment in the value of urban land, which is estimated to produce £150,000;

To place a tax of a half penny per pound on the value of undeveloped urban land, producing £350,000;

To raise the duty on spirits by 3s 9d. a gallon, producing £1,600,000.

To increase the duty on unmanufactured tobacco by 8d per lb. and the duty on manufactured tobacco correspondingly. This is estimated to yield £1,900,000;

Changes in the Stamp Duties estimated to bring in an extra £650,000.

After various minor adjustments the estimated surplus for contingencies amounts to £448,000.

The Budget has created the profoundest sensation throughout the country.

It is described by the Conservatives as plundering the middle classes and beggaring the reserve forces of the country.

The Liberals declare it to be an immense advance towards democratic finance.

In the course of the debate Mr. John Redmond said the Nationalists would vigorously oppose this extraordinary Budget.

Sir F. G. Bannbury (Conservative member for the City of London) described it as the maddest ever introduced into the House of Commons.

THE NEW SULTAN.

LONDON, April 29th.

King Edward and President Fallieres have telegraphed congratulations to Mahommed V.

RUSSIAN TROOPS IN PERSIA.

LONDON, April 30th.

A Russian force has reached Tabriz.

THE ROYAL BIRTH IN HOLLAND.

LONDON, April 30th.

Queen Wilhelmina has given birth to a daughter.

THE HIPPODROME AND CIRCUS.

The circus has always been a source of joy. It delighted our early years; it even survived the callow days of budding manhood; and now in maturer years we still find ourselves amused by the clown, charmed by the equestrian feats, thrilled by the daring of the acrobats and tight rope performers, and held in wonder at the nerve of the men who make the wild animals of the primeval forest obey their will. All this is to be seen and enjoyed any night at the Hippodrome and Circus located at Causeway Bay, but with this addition—we marvel at the wonderful ingenuity and organization which keeps such a mammoth concern moving so smoothly and so expeditiously.

WIRELESS TELEPHONY.

MESSAGES OVER A DISTANCE OF 400 MILES.

Mr. Reginald Fessenden, the well-known electrician, for some years associated with the Edison and the Westinghouse companies, has recently been experimenting with a wireless telephone apparatus at Boston, and he now announces that he has so far perfected the instrument that a message can be sent and received by battleships stationed 400 miles apart. Mr. Fessenden is confident that he will soon be able to send a distance of 1000 miles.

A PROMISSORY NOTE CASE AT KOBE.

Judgment has been delivered in the Kobe Chito Sabushu in the protest filed by R. B. Eyles, representative of the Kobe branch of the Clifford-Wilkinson Tansan Mineral Water Company, Limited, against the execution of judgment in the suit brought by J. M. Mur against J. Clifford-Wilkinson for the recovery of a sum of ¥35,000 due on a promissory note drawn by J. Clifford-Wilkinson in favour of J. M. Mur.

The protest was dismissed with costs. The Japan Chronicle states that the section for the recovery of money on a promissory note was heard in the Kobe Court on February 27th last year. The note was drawn by defendant, Mr. Clifford-Wilkinson, at the request of plaintiff while the latter was in charge of the Tansan mineral water business of defendant as an employee. Mr. Mur won the case, and judgment matured in due course, when Mr. Mur obtained on Aug. 4th last an order for the attachment and sale by auction of the building and a portion of the land occupied by the Tansan works at Takarazuka in order to recover the money due on the promissory note. The protest against the execution of judgment was filed on the ground that the property in question was transferred by Mr. Clifford-Wilkinson to the Tansan Mineral Water Company and no belonged to him, so that the judgment could not be executed on the property. As stated above, this plea has not been rejected and the protest dismissed.

ADVERTISE.

FOUND ADVICE FROM THE PRINCE OF WALES.

The Prince of Wales paid a remarkable tribute to the value and the necessity of advertising last month, in presiding over the first meeting of the Royal Commission for the Brussels, Rome, and Turin Exhibitions at Marlborough House.

"Experience has shown," his Royal Highness said, "that even in the case of firms having an established reputation and world-wide connections, attempts to discontinue advertising have usually been followed by a diminution in the sales effected."

"The neglect by Great Britain of one of the most important forms of national advertising would be equally detrimental to her interests as a manufacturing country."

The Lords Commissioners of the Treasury have consented to ask Parliament for a grant in aid of the cost of organising exhibits for these exhibitions, and the principal railway and steamship companies have expressed their willingness to assist in promoting the success of the British sections by according substantial reductions of their usual rates of freight for the return of un-sold exhibits.

Other facilities will be afforded British exhibitors, and these should be a potent factor in overcoming the reluctance to take part in foreign exhibitions which has, unfortunately, been shown by some of the large firms in this country.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 11.55 a.m.—The depression lying over W. Japan yesterday, has moved into the Pacific to the E. of Japan. The barometer has risen over W. Japan and S. China, and fallen again over N. China. A new depression has approached Manchuria from the Westward. The area of high pressure remains over the Yangtze Valley.

Fresh N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 p.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. winds fresh; fair.
Formosa Channel and along the northern shores of the China Sea. { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Lamooks. { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Hainan. { Same as No. 1.

THE CANTON-HANKOW RAILWAY LOAN.

REPUUDIATING CHARGES OF BAD FAITH.

Under the heading, "The Quarrel about the Canton-Hankow Railway," the *Vossische Zeitung* published the following:—
"We have received the following explanation of the affair from a well-informed source. At the joint sitting of the German, French and British groups, held in London, on March 12 and 13 and in Paris on April 2 and 3, the French and British representatives repeatedly reproached the German syndicate with having acted incorrectly in the business, and with having placed these two groups in a disadvantageous position, a reproach which has now been published in the Press."

"In reply to this, the following must be stated. As long as January the German syndicate, at the suggestion of the Hongkong and Shanghai Bank, declared its readiness to enter upon negotiations for the attainment of an understanding about the Chinese railway loans. The attempt was rendered abortive, however, by the British asserting that they had certain preferential rights on the Canton-Hankow Railway, and that there was already in existence an understanding with France concerning this line. The British and French groups declined to allow the German syndicate to come in on the footing of equal rights."

"On the German side the statement was then made, that in such circumstances, independent competitive offers would be tendered to China, but it was expressly declared that this was not meant to make it appear that there was any desire to spoil business for the British and French. After negotiations with China had been opened, and the German syndicate had a prospect of carrying its offer through, a fresh attempt was suddenly instituted by the English to effect an understanding on the basis that the three groups should in the future only make railway loans in China jointly and upon certain specified conditions. The memorandum containing these conditions which was signed by the British and French groups on February 26, was accepted by the German syndicate in Berlin on March 3, in the following resolution:—

"This meeting declares its readiness to enter into negotiations, on the basis of the British memorandum, with the Hongkong and Shanghai Banking Corporation and the Banque de l'Indo-Chine, and will take part in the conference which is to be convened for this purpose. The negotiations now in progress in Peking shall not be discontinued, but the Hongkong and Shanghai Banking Corporation is informed that the German syndicate is ready to do this, as soon as an agreement shall have been reached in the conference which is to be held. In the event of a conclusion being reached in Peking before a complete agreement has been reached with the British and French groups, a share in the business shall be offered to these groups."

"This resolution was at once despatched to London, the German group pointing out with emphasis that there could be no question of the withdrawal of offers made to China by the German party so long as the details of a joint German-British-French agreement had not been agreed upon.
"This precaution was a duty of self-preservation for the Germans. The English group was clearly informed of the non-discontinuance of the German negotiations in Peking. On the German side it was desired, in order to curtail this temporary state of affairs, that the negotiations for a common agreement should take place as soon as possible. March 12 was decided upon as the date for such negotiations."

"Thus from March 3 until March 12 neither the British nor the French group was in any way bound to abstain from making any offer to China, for, in accordance with the German declaration, all three parties were free until the conclusion of a final agreement. No new instructions were sent to the German representative in Peking after March 1; on the other hand, he put forward a written offer of a loan for £3,000,000 on the basis of instructions which had been current since January, and this was accepted by the Chinese Government on March 7."

The assertion made by the British that the German syndicate did not act in conformity with the protocol signed by it, or that it left the French and British in any way in doubt regarding its attitude, must be emphatically repudiated by the German syndicate as an accusation without the shadow of a foundation."

SHANGHAI-HANGCHOW-NINGPO RAILWAY.

Mr. FELL, on behalf of Mr. Lonsdale, asked the Secretary for Foreign Affairs in the House of Commons recently whether any answer had been received from the Chinese Government to the formal representation of his Majesty's Minister at Peking with reference to the construction of the Shanghai-Hangchow-Ningpo Railway; and whether the stipulations in the loan contract were now being observed.

Mr. McKIN ON WOOD.—The answer to the first of the question is in the negative. His Majesty's Minister at Peking made a further representation to the Chinese Government on March 2, and urged them to devise remedial measures as soon as possible. With regard to the last part of the question, it is hoped that the recent dismissal of the President of the Board of Communications may lead to a more satisfactory state of things. The affairs of the Board are at the present moment being carefully inquired into by the Prince Regent himself, and his Majesty's Minister has requested that his Highness's attention should be specially invited to the question of the Shanghai-Hangchow-Ningpo Railway.

PHILOSOPHY AND OLD AGE.

The calm and philosophic mind leads to length of days. It did so in the case of the poet Wordsworth. The exponents of the philosophy of Berkeley and Hegel and Kant have both been long lived. In confirmation of these views, the "Glasgow Herald" points out that Emeritus Professor Fraser only the other day published in his 90th year a handbook to the philosophy of Berkeley. James Hutchison Stirling, LL.D., whose death is just announced, was 89. Professor Fraser began life in the calm of the manse of Ardathart, Argyllshire. Dr. Stirling spent his early years in the roar of Glasgow traffic.

LATEST STEAMER MOVEMENTS.

The str. *Denbighshire* from Europe left Singapore on the 25th ultimo, and may be expected here on the 30th ult.
The N.G. str. *Capri* left Singapore for this port on the 30th ult. a.m., and may be expected here on or about the 6th inst.
The J.-C. str. *Typhoon* left Moj Tor for this port on the 29th ult. p.m., and may be expected here on or about the 4th inst.
The C.N. Co's str. *Hawke* left Tientsin on the 28th ult., and may be expected here on the 6th inst.
The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 29th ultimo, and is expected here on the 10th inst.

CHINA ASSOCIATION. ANNUAL MEETING IN LONDON. SPEECH BY SIR C. DUDGON.

MR. R. S. GUNDRY ON THE UNIVERSITY OF HONGKONG.

[From our own Correspondent.]

The annual general meeting of the China Association was held on Tuesday (April 6th) at the offices of the P. & O. Steam Navigation Company, Leadenhall St. London, when there were present:—Sir Charles Dudgeon, (Chairman), Sir Thomas Jackson, Sir Alfred Dent, Messrs. Byron Brennan C.M.G., R. S. Gundry, C.B., D. Warren Smith, T. Brown, R. C. Wilcox, P. Maclean, H. Keenwick, F. Salinger, D. C. Rutherford, J. S. Mackintosh, G. B. Dodwell, J. H. Ross Taylor, H. Wilcockson, A. Zimmerman, F. Cornes, G. Stewart, C. V. Hogg, A. M. Townsend, G. Raeburn, G. Jamieson C.M.G., T. H. Whitehead, H. G. Harwood, W. Harwood, C. V. Sale, T. M. Derner, P. H. Brown, T. Lemont, H. C. Wilcox (Acting Secretary).

The CHAIRMAN proposed that the report and accounts be received and adopted. In doing so he said that it had been a year of peculiar interest in Far Eastern affairs, and the bulkiness of the report gave evidence of the many questions which had occupied the attention of the home and foreign Committees. The report opened with an allusion to the dramatic events in Peking last November, when death removed both the Emperor Kwang Hsu and the Empress Dowager Tze Hsi—the virtual ruler of China during a period which covered the Far Eastern experience of all those present. The history of the Empress had yet to be written, but whatever the historical appreciation of her reign might be, there could be no doubt that her name would go down to posterity as one of the most remarkable and renowned of the world's female potentates. For many years the prediction had been that the death of the Empress Dowager would be the signal for great changes in the Empire, but they were yet too close to the event to gauge the truth of these predictions. They had witnessed a seemingly peaceful succession to Kwang Hsu with apparent promise of a policy of progress and reform, but this promise had been shaken by the sudden dismissal of Yuan Shih-kai. It seemed, however, that the new regime was determined upon the prosecution of a far-reaching policy of domestic reforms, and already one official had been dismissed for malversation of railway funds. As regarded China's foreign relations, Sir Charles thought there was not much evidence of improvement in her traditional policy. China gave little but asked for much, and she was ready enough to give promises, and to take all she could from Western Powers. By playing off one set of financiers against another she had been peculiarly successful of late in obtaining loans on terms of constantly diminishing security. A door of trade was opened 67 years ago, but the hinges cracked, the door had jammed, and could only be opened through the application of lubricating oil, which were not contemplated in the Treaty.

Sir Charles then passed to the Manchurian question and said it was surely putting a strain upon their credulity to ask them to believe that the Portsmouth Treaty of Peace represented a final settlement of the question. Were they to suppose that the Russian policy in Northern Asia, consistently pursued since the days of Yermak, was going to be abandoned by reason of temporary defect? Surely not, Russia had met with similar checks before, but her policy was never abandoned. The Treaty of Nanchang stopped her forward movement for 150 years, but she had since occupied the whole of the Amur region, and they saw the occupation of Port Arthur and Tientsin in the closing years of the last century. The last check would not produce a change in policy, evidence of which might not improbably be seen in their time.

A question of particular interest in Manchuria was that of the proposed railway extension from Haimintun to Fankung, the construction of which had been vetoed by the Japanese on grounds which they failed to find convincing (hear hear). All efforts to persuade Japan to remove her veto had failed. Japan would neither submit the question to arbitration nor reply to China's request for a definition of the limit west of the Liao river up to which China might develop the hinterland of Newchwang. Sir Charles also criticised Japan's claims to exercise all rights in the so-called "Zones" of the South Manchurian Railway.

"Concerning the Huangpu Conservancy works Sir Charles said it was perfectly plain that the cost of the work had been woefully under estimated and that a financial deadlock was threatened. The Shanghai Chamber of Commerce had addressed the Consular Body on the subject, and he hoped that the financial situation would be satisfactorily adjusted.

Coming to Opium, Sir Charles regretted that the resolution proposed by the British delegates, expressing disappointment at China's inability or failure to produce trustworthy evidence, was withdrawn, for that seemed to him to be the crux of the situation. They had been told "set up to the standard set by the Chinese Government." Some of them smiled at that statement, knowing what they did of Chinese methods of obfuscation, and even Chinese officials themselves had not been slow in showing the absurdity of certain Chinese statistics on this question. The Opium Commission in Shanghai set, in its foreign representation, an absolute good faith. They had yet to know the result, but if much had not been attained, it was because the Chinese seemed to evidence little more than Oriental interest in the exploitation of

a situation fraught with undeniable possibilities. The Chinese had to make up their mind that no one would be duped into making material sacrifices for the sake of sham reforms. (Hear hear.)

Regarding the vexed question of piracy of trade marks by certain unscrupulous merchants in Japan and Korea, it was gratifying to know that matters were assuming a more satisfactory position. Japanese statesmen and Japanese Chambers of Commerce appeared to have seriously taken the matter in hand, warning their countrymen against the continuance of the flagrant dishonesties complained of, and though the Japanese Government was showing a somewhat unaccountable delay in concluding the Trade Marks Convention yet they might hope to see the matter satisfactorily set at rest before long. When this was completed, then the negotiations with China on the question could be proceeded with. Sir Charles expressed the thanks of the Committee for the valuable assistance which had been given by H.M.'s Ambassador at Tokio in the matter of protecting British Trade Mark rights.

Sir Charles stated that the Currency decree of October 5th was welcomed as evidence that China was at last about to give effect to the obligations which she undertook under the second article of the Treaty of 1902, but another six months had passed without apparent sign of anything further being done. The Committee thought that the correspondence published in the appendix would be of considerable illuminative interest, as showing the well-nigh hopeless financial chaos into which China had allowed her currency matters to drift. It might be safely predicted that unless China seriously took in hand the questions of her currency, of her foreign loans and of her finances generally, and that without delay, financial disaster stared her in the face. (Applause.)

In conclusion Sir Charles dealt with railways and mining, two questions illustrative of the Chinese policy of "giving too little and taking too much." They had lately seen the criticisms of the Peking correspondent of the Times regarding the Shanghai-Ningpo Railway and the British section of the Tientsin-Pukow line. China had violated the condition of her railway loan contracts, and another instance of want of good faith might be adduced by the Canton-Hankow railway.

The question of Mining brought prominently to mind the personality of their old friend Mr. Archibald Little, whose death all deeply deplored. Mr. Little's pioneering instincts led him into the remote fields of British adventure in China. Methods were always open to criticism, and the methods adopted by Mr. Little in Szechuan had been the subject of much easy armchair criticism in the more comfortably situated centres of Shanghai and elsewhere. He personally maintained that no over attempted more in the direction of co-operative work with the Chinese than Mr. Little did. The reports dealt with this co-operative work as applied in Mr. Little's pet venture of developing the coal wealth of Szechuan. No more favourable terms of exploitation could possibly have been given to the Chinese, and yet the result was sickening and disheartening opposition at every turn. The consequence was a broken heart to Mr. Little and the practical abandonment of the enterprise. The enterprises of the London and China Syndicate in Anhwei was full of promise, and the result was the same—dogged obstruction and sickening failure—and yet by the Treaty of 1902 (Article IX) China solemnly undertook to encourage the introduction of foreign capital for mutual benefit in the exploitation of her mineral wealth. Referring in conclusion to the financial statement of the Association.

Sir Charles stated that the year began with a deficit of £27 and ended with a credit of £48, and their assets stood at £2,200, an increase of £100 as compared with the previous year (applause). He then formally moved the adoption of the report.

Mr. R. S. GUNDRY seconded the proposition. He observed that they had listened with great interest to the clear and lucid review which the Chairman had given them of the leading incidents of the past year. He proposed to allude to two subjects on which the Chairman had not touched, namely their own School for Chinese and the proposed University for Hongkong. The report spoke of the endowment of the former scheme as pending in the future, but it would be gratifying to them, to know that through the munificence of certain members of the Association, what was then in the future, was now accomplished. The School was an accomplished fact, and he was sure, in a certain sense, that the success of the school might militate against the success of the Hongkong University, for they could not keep on putting their hands in their pockets however much they might be in sympathy with the object to be helped. There was a plethora of Chinese educational schemes before the public at the present moment. There was their own school; the very promising schemes of the University of Hongkong, thanks to the munificence of Mr. Mody to provide all the necessary buildings; and Lord William Cecil was advocating a Chinese Missionary University. The Chinese Emergency Committee—he confessed he had not yet fully recognised where the emergency came in—had persuaded the Lord Mayor to hold a meeting at the Mansion House for the purpose of inviting support for this western teaching scheme. It was all very well to say that they could all flourish together. Those who said that were for the most part not those who put their hands in their pockets. As a matter of fact the resources which could be drawn upon were limited, and these resources being limited there must be a certain amount of rivalry. He was certain that their whole-hearted sympathies would go out as members of that Association to the British Colony of Hongkong (applause). He

expressed that view with the unqualified approval of the Committee in a letter which was supported in the editorial columns of the Times two days later. He was sure they would as members of the Association generally endorse the attitude he then took up (applause).

Mr. Gundry then went on to say that the Chinese were neither paupers nor barbarians. They were not devoid of resources, nor of the knowledge how to organise educational institutions; so why should they at home divert money from their own imperial needs to supplement Chinese schemes. He noticed that the Victory of Nanking was going to establish an engineering College in Shanghai; well, they wanted one in Hongkong. The same remarks applied to the Chinese University which was now viewed with less favour in exalted quarters in Peking. Another point the Emergency Committee laid stress upon was the design of medical teaching, but the most important feature of medical teaching, as regarded education at any rate, was anatomy. How were they going to teach anatomy in a country where dissection was forbidden by public prejudice? How could they teach surgery effectively in the absence of anatomy? Hongkong had no prejudice. They had there a well-equipped medical school. That school, if enlarged, would be able to turn out really qualified practitioners in greater number than before. Mr. Gundry stated that they had received the following letter signed by members of the medical profession connected with China, advocating a medical faculty for the Hongkong University.

"To the Chairman, China Association, Sir.—The efforts being made in Hongkong to establish a University are no doubt well known to you. It is needless to enlarge upon the importance of an educational centre of the kind contemplated. A University by which Western scientific and educational methods generally are brought to the very doors of China would be of incalculable benefit to China and to the Chinese. From a British point of view, the question becomes one of Imperial importance, for the language of the nation by which instruction is conveyed gives to that nation a position and creates an affiliation between the peoples deeper rooted than that afforded by either political groupings or mutual commercial benefits.

The idea of founding a University in Hongkong is the outcome of the establishment of a College of Medicine in Hongkong in October, 1887. The College has done excellent work, and the present moment the establishment of the College on a more permanent basis is about to be accomplished.

In 1907, Dr. J. C. Thomson, on a visit to London, explained to a gathering of those directly interested in the College of Medicine in Hongkong that such a scheme was afoot, and appointed a Committee to bring the matter prominently forward in Britain. The Committee, at a meeting held in March, 1909, resolved to approach the China Association, with a view of requesting the Association to take up the whole question of a University for Hongkong and of the future of the College of Medicine. The Committee consider that, as the College of Medicine is already in being, the College ought to become a Faculty of the University, and that were a Faculty of Engineering formed as well, the University could commence work at once.

The Committee in London having the affairs of the College of Medicine in hand are aware that the chief difficulty in regard to the teaching of medicine is providing funds for the establishment of chairs of anatomy and of physiology. Anatomy can only be satisfactorily taught by an anatomist who devotes his whole time to the subject. The same is true of physiology. The teachers for the other subjects are obtainable locally. Already we have in Hongkong a department of botany, of chemistry, of public health, of bacteriology, and of pathology; medicine, surgery and midwifery can be taught as efficiently as they are in this country by men engaged in the practice of their profession.

Anatomy and physiology, however, require not only that the teachers of these subjects are specially trained, but that they devote the whole of their time to their subject.

The question of providing money for the payment of the teachers of these subjects is a pressing one, for, by their creation on a proper basis, the College of Medicine in Hongkong would be in a position to give a training which would be complete and which would be recognised by universities and colleges in Britain. Nothing else prevents the College of Medicine in Hongkong being fully equipped so as to render it worthy of becoming a faculty of a university.

The Committee of the College of Medicine in London wish to place these facts clearly before the China Association. The cost of establishing such chairs would be not less than £500 a year for the anatomist, and £500 for the physiologist. Could these sums be guaranteed for say five years, the Committee believe that after the lapse of that time the Faculty of Medicine of the University would be, by the hands of students, self-supporting, which would result when the University was in full work.

The Committee beg to submit the names of those who are interested in the matter of the College of Medicine becoming a Faculty of the University, and who desire the China Association officially to take up in this country the advancement of the establishment of a university in Hongkong.

Mr. GUNDRY continuing, said, in connection with the University of Hongkong, there was another point on which most of them agreed, namely that the experiment of sending Chinese students abroad had not been an unqualified success. It was proposed that the standard of equal to that of any University in England. There would therefore be provided for the sons of Chinese gentry at their own portals, education of the highest class in scientific and medical subjects—those which they most desired and most needed, without subjecting them to the disintegrating influences which they encountered abroad. From their point of view, therefore, he thought he might assume that the whole-hearted support of members of that Association—such pecuniary support as they might feel disposed to give—but unquestionably their whole-hearted moral support and sympathies would go out to the project which they would find described at length by Sir Frederick Lugard in the report (applause).

The proposition was then carried unanimously. The CHAIRMAN proposed that the following gentlemen constitute the General Committee:—Mr. Hon. Sir Cecil Smith, P.C., G.C.M.G., Sir

E.A. Sassoon, Bt. M.P., Sir Thos. Jackson, Bt. Sir T. Sutherland, G.C.M.G., Sir Alfred Dent, K.C.M.G., Sir Charles Dudgeon, Messrs. John C. Bohn, Byron Brennan, C.M.G., A. R. Burkill, F. Cornes, G. B. Dodwell, R. S. Gundry, C.B., Wm. Harwood, R. H. Hill, G. Jamieson, C.M.G., H. H. Joseph, Henry Keenwick, W. Keenwick, M.P., D. C. Rutherford, C. V. Sale, J. H. Scott, Gershom Stewart, H. D. Stewart, W. M. Townsend, W. C. Ward, T. H. Whitehead, R. C. Wilcox, A. G. Wood, and A. Zimmerman.

Mr. GERSHOM STEWART, in seconding, remarked that although he was a member of the Committee, yet he felt he could truthfully say that in the previous year the Committee had been very assiduous in their attention to the many questions which had come before them. A considerable improvement had been effected in the secretarial department, which had enabled the discussions to take place with more satisfaction to all parties. He felt that the Committee were endeavouring to carry out the business of the Association in the best manner possible.

This resolution also was carried unanimously. As a result of the ballot Mr. J. H. Scott was elected President, Sir Charles Dudgeon Chairman, Mr. George Jamieson Vice-Chairman and Mr. R. Chatterton Wilcox honorary treasurer.

The proceedings terminated with a vote of thanks to the Chairman, Mr. Gundry remarking that it should be more than a formal vote, as the Chairman's duties were heavy, not only at that meeting but also throughout the year (applause).

COLONEL BAYARD AND THE SHANGHAI VOLUNTEERS.

After inspecting the Volunteer Corps at Shanghai on the 24th ult., when 661 rank and file were on the parade ground, Colonel Bayard spoke as follows:—Major Barnes, officers and men of the Shanghai Volunteers, I was told that I should find you a very efficient body of men, but I can assure you that after eight days' inspection of the Corps I am more than surprised at the efficiency I see. I should have liked very much to have had an opportunity of seeing you at work in the field, but from what I have seen of your work, and the reports I have perused of the field work you have done during the winter, I am convinced that you are as efficient in the field as you are on the drill ground. I have had considerable experience with the auxiliary forces of my country, and I know how difficult it is to get men really efficient, and as efficient as you are, in the small number of drills laid down. Your efficiency clearly shows that the best part of you have put in a great deal more time than was laid down, to make yourselves proficient. If not, all I can say is that you have mistaken your vocation. I am particularly pleased to be able to make a satisfactory report to the authorities. Our old friend the "ball" eye has disappeared, and you have taken most kindly "Mr. Bobbing John." This new course of musketry training is the only one which makes a soldier really efficient. I congratulate you, Major Barnes, and also the Municipal Council, upon having such an efficient body of men. I also congratulate the Corps on having such a Council that responds without grumbling to any suggestion that tends to make you efficient. I shall look with interest to make you to your welfare in the future, and I trust that you will go on increasing in efficiency and numbers. I shall have pleasure in making the highest possible report on your efficiency to the authorities concerned.

After Colonel Bayard's speech the Corps moved off the parade ground and dismissed.

With Colonel Bayard at the Saluting base were Messrs. D. Landale, W. D. Little, and H. A. J. Macray, of the Council, and Colonel Blease, Captain Superintendent of Police.

TAPPING A NAVAL WIRELESS MESSAGE.

AN INCIDENT IN JAPAN.

The headquarters of the Japan Marine Disaster Relief Association, the Japan Gazette of the 19th ult. says, received telegrams from the Choshi wireless telegraph office at 2 and 5 p.m. on the 15th to the effect that wireless messages had reached the latter from a vessel asking for relief on account of a boiler explosion. The wireless station immediately questioned the vessel, as to her name and the location of the disaster, as well as her condition after the accident, but no reply was obtainable. Judging from the fact that the messages were in English, and subject to the stipulations of international signals, the sender of the wireless messages was thought to be a foreign steamer.

The vessel was a foreign steamer of over 5000 tons. The steamer took the necessary relief measures on receipt of this warning, while the Naval Department made investigations, which disclosed the fact that the words in question were part of wireless messages exchanged between the British cruisers King Alfred, Kent and Bedford during the course of a chase that day on the open sea about 300 miles off Choshi, and these accidentally reached the Choshi wireless station. The chief of the wireless station concerned was disturbed by the sensational signals, such as "disaster," "boiler has exploded," "dangerous," etc. Consequently, he wired an urgent report to the Director of the Navy, through Mr. Komatsu, Director of Posts and Telegraphs in the Department of Communications, and a panic ensued.

THE ACCIDENT TO MR. BURKILL.

The N.C. Daily News says:—Towards the close of Saturday morning's gallops several ponies entered for the Grand National were out on the steeplechase course and in schooling. Mr. C. R. Burkill met with a rather serious accident at the Polo ground, Conifield was jumping short at each obstacle and at the end of the Grand Stand came a nasty cropper, throwing him rolling over his jockey. Mr. Burkill was very quickly and it was at first supposed that he had escaped without injury, but later in the morning it was ascertained that he was suffering from concussion of the brain and had become delirious. He recovered consciousness on Saturday evening and it is quite possible that he may recover in time to ride at the forthcoming Haco meeting.

In its issue of Tuesday last our contemporary said:—We much regret to learn that although Mr. C. R. Burkill's collarbone is not broken, as was at first feared, by the fall he sustained on the Race Course on Saturday morning last whilst exercising Conifield, it is probable that the injury received will prevent him from riding at the coming Spring Meeting.

THE MARCH OF SCIENCE.

[By E. S. GREW.]

Great scientific discoveries are seldom the result of a happy accident. When Lord Kelvin spoke at the National Physical Laboratories some years ago he said that many people believed Sir Isaac Newton discovered the law of gravity by reflecting on the fall of an apple. He did nothing of the kind. Newton confirmed his immutable laws of motion by the most exact measurements. He measured the distance which the moon is deflected from its straight line in one minute and found it thirteen feet. Then he computed it by another method and found it fifteen feet. So he laid aside his brilliant conjecture about the law of gravitation for several years, until by more accurate measurements the discrepancy could be set right. There was not a great amount of "happy accident," therefore, in Newton's great discovery. It was confirmed only by years of minute calculation.

Perhaps here I may remind you of a little anecdote which I heard Lord Kelvin tell, when he was showing someone the tide-predicting machine which is in one of the laboratories at Bute House. "When Babbage's first calculating machine was being constructed," he said, "an appeal was made to the Government for funds to help the inventor. Sir Robert Peel was by no means eager to lend the project his vote and interest; but in the House of Commons he made a speech, which for some time at least seemed to be extolling the merits of the invention. He concluded, however, 'There is, in fact, only one thing the machine cannot calculate—it cannot calculate its own faults.' Sir Robert's attitude was not unlike that of many Governments to theoretic science.

AN UNALTERABLE CONSTANT. But in science one never knows to what use an apparently purely scientific theorem may be put. One of the brilliant pieces of measurement accomplished in late years was what is called the "wave length of the red line in the spectrum of cadmium." Cadmium is a metal, and without going into the question here of how the line is measured, or how produced, we may say that it never can vary in length. It would be just the same length on the sun, or on the planet Mars, as on the earth; and if the Martians are really such great engineers as Professor Lowell declares, then, if we visited them, we could express such and such a distance by saying "such and such a wave length of the red line in Cadmium." If we were to say that it was "so many yards," they would stare blankly at us, for after all a yard is merely the distance between two metal pegs which we kept at Westminster. Even if we said "so many metres," they would be as much in the dark, for though a metre is theoretically a definite fraction of the earth's diameter, it is not an accurate measurement.

WE are not likely to visit Mars, but this accurate length has a great many uses besides; for accuracy in measurement may save frontier disputes. The thousandth part of a yard wrong in a three-foot rule is not much, but it will amount to a good deal in two or three thousand miles. This is merely one instance out of hundreds of the services which exact weighing or exact measuring have rendered to science. Dalton's atomic theory was not a happy inspiration; it was the result of the most meticulous weighing of the elements. Mendeleev's table of the elements, which shows how they run in series, was arrived at because somebody wished to test their exact weights. Three very interesting instances of exactness have lately been made public. The first is with regard to radium. We all know that it shoots out various kinds of particles and rays. The most important of these particles are the "alpha particles." Professor Rutherford actually last year the number of these particles which were shot out every second, a tremendous feat. Another instance of careful counting is that which was designed by Sir A. E. Wright to estimate the numbers of bacteria in solutions; and nowadays, though these runs to millions, it is possible to measure a dose of them for purposes of inoculation. The third instance is that of the investigations of the two German physicists, who, by the most exact methods, have measured the fact that the moon each day lifts up the earth's crust eight inches.

But all these measurements pale in delicacy by the side of those which, of late years, have been made to ascertain whether there is any ether drift. All space is filled with weightless, unresisting something which we call the ether. Does the earth in moving through it carry the ether with it, or does the ether pass through the ether without disturbance? It is a question far from being answered; but in the measurements made to find an answer, lengths less than the millionth part of an inch have been dealt with. At the National Physical Laboratory they have some metal gauges made by Mr. C. Johansson, of Sweden, the ends of which are so flat and smooth that when you put the end surfaces of two gauges together they adhere to one another like magnets. They are so smooth, in fact, that when the faces are put together molecular action begins to take place, and the two gauges become temporarily like a united piece of metal. These end faces are so smooth that no inequality equal to one-hundred-thousandth of an inch exists on them.

THE EXPORT OF SMOKELESS STEAM COAL.

(FROM THE "TIMES" CORRESPONDENT.)

The disclosure of the acceleration in the rate of preparation of the German navy has naturally directed attention to the relative position of Germany in regard to naval fuel. It is a considerable factor in warfare; but its strategic value is greatly diminished if its evolutions are dependent upon inferior or unsuitable fuel. The requisites of a first-class naval fuel are calorific efficiency, smokelessness, cleanliness, hardness, free-burning, minimum of ash and clinker, and freedom from caking or trouble in stoking. Best Welsh steam coal is ideal in all these respects, and of this coal Britain possesses a happy monopoly if she chooses to exercise it—but Britain is a free country.

The sources of supply of the smokeless variety of the Welsh steam coal are distinctly limited. In his evidence given before the Royal Commission on Coal Supplies in March, 1903, the late Sir Gordon Miller, Director of Navy Contracts, stated that the Admiralty coal was obtained at that time directly from 24 collieries in South Wales, and indirectly, through contractors, from two other collieries (also in South Wales) for supplying at ports abroad. This fact was stated as being capable of extension, but the context led to the belief that any considerable extension was highly improbable. Sir Gordon Miller gave the total output of these collieries as being about 13,000,000 tons per annum, out of which the Admiralty took approximately 1,000,000 tons. The difference of 12,000,000 tons and therefore have been employed for other purposes, including the provision of supplies for foreign navies. Fortunately, perhaps, Welsh coal does not, even under favourable circumstances, keep in good condition for much more than a year, otherwise the margin between

the output of the collieries and the Admiralty would soon have been so small that it would become independent in time of war. It is understood, however, that advantage is taken of this invaluable commodity in time of war. Smokeless Welsh steam coal, was estimated by Sir William T. Lewis, in December, 1904, for the purposes of the Royal Commission on Coal Supplies. He gave the approximate quantity of first-class steam coal (coal in seams from which the Admiralty was at that time supplied, and coal of similar quality in collieries not on the Admiralty list, as well as in areas of unlet properties) containing coals of a similar quality, in round numbers as 3,940,000,000 tons. He also gave the disposable output of best steam coal in 1901 as 17,761,000 tons. Allowing for a steady and considerable increase in the Admiralty requirements and as the number of ships becomes greater and as the wants of our colonies and our allies increase, there would still appear to be sufficient smokeless Welsh steam coal to last out a hundred years—albeit that period is inconceivable in the history of a nation. Sir Gordon Miller, however, crushed this optimism by saying that there could be no doubt that the best coal was already becoming exhausted, and that the colliery now had to depend more and upon its second and its third class seams.

As regards substitutes for smokeless Welsh steam coal, the Admiralty have made exhaustive experiments, but with only partial success. The only coals which approximate in value to the Welsh coal are New Zealand and Poonah coals. Sir Gordon Miller said, however, that he doubted whether the Admiralty would be disposed to entertain any question of using even a portion of other coal than Welsh on board a man-of-war, even in time of peace, and so far as he could judge, with safety. The sources of oil fuel seem to be too limited for it to be seriously counted upon as taking the place of coal, and in addition there is the consideration that it is a "foreign commodity." Brimstones appear to be the only satisfactory substitute for coal, but the chief ingredient of these brimstones is Welsh coal.

When the danger of the practical exhaustion of smokeless Welsh steam coal is under discussion, apologists are wont to assert confidently that its place will be taken in the near future by more efficient sources of energy yet to be discovered. In national policies it is always unwise to leave such important matters to chance, and the doctrine recently enunciated by Mr. Gladstone that the admitted danger to the economic prosperity of the home industry engendered by the shortening of the hours of labour in mines would be alleviated by the impetus that the necessities of the case would give to the invention of labour-saving machinery cannot be upheld.

The advantage which our present monopoly of the best naval fuel in the world gives to our fleet by facilitating secrecy in manœuvres and by affording the means of attaining higher speed and greater endurance in time of chase cannot be over-estimated, as a slight advantage often makes all the difference between defeat and a victory. The danger which might arise from the loss of this monopoly is not an imaginary one, and this invaluable asset should be jealously conserved and guarded.

The proper course to be pursued with this end in view is without doubt difficult on account of technical mining considerations. There must, however, be some practicable way by which the export to potential antagonists of this special quality of fuel may be sensibly adapted to naval warfare might be checked without unduly hampering an important industry.

The subject has been discussed in the columns of The Times on several occasions by Professor Boyd Dawkins and others, and in November, 1908, it was made the text of Sir Lees Knowles' presidential address to the Manchester Geological and Mining Society. It is surely time that the nation should give place to deeds, and that the nation should adopt a definite policy before it is too late.

How to run a Bathing—Keep your complexion, Mrs. Ellen's Creme Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

SOOTHING Cooling Refreshing



Because of its delicate, emollient, sanative, antiseptic properties derived from Cuticura, united with the purest of saponaceous ingredients and most refreshing of flower odours, Cuticura Soap is unrivalled for cleansing, preserving and purifying the skin, scalp, hair and hands, for dispelling itching, irritation and inflammation and preventing clogging of the pores, the cause of many disfiguring facial eruptions.

Guaranteed absolutely pure and may be used from the hour of birth.

Sole agents throughout the world: Messrs. J. & A. Scott, Ltd., 10, Abchurch Lane, London, E.C. 4. Sole agents in India, Ceylon, and the East: Messrs. J. & A. Scott, Ltd., 10, Abchurch Lane, London, E.C. 4. Sole agents in Australia, New Zealand, and the Colonies: Messrs. J. & A. Scott, Ltd., 10, Abchurch Lane, London, E.C. 4.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF ABERDEEN AND HAS BEEN SOLD SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

England is the Home of Good Tailoring—London the Fashion Centre of the World.

AN IMPORTANT SAVING Can be effected if you order your clothes from London.

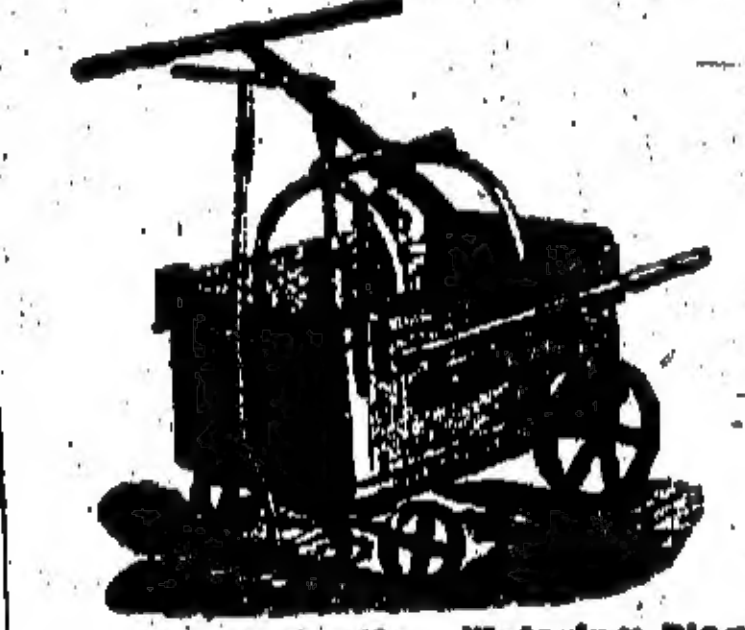
JOHN J. M. BULT,

Cash Tailor, 140, Fenchurch St., London, Eng., has a Special Department in his business for attending to the requirements of those abroad, where the same personal attention is given which has built up his reputation at home. He guarantees the best quality cloth—best style also.

PRICES are as follows: Frock Coat and Vest, from 35/-; Dinner Suit (5-6-0), 35/-; Lounge Suit, 35/-; Norfolk and Knicker, 35/-; A choice of Tweeds, Flannels, Cheviots and Serges may be had. Kindly state which required, and the colour—when writing for patterns. Self-measurement forms on application. As a register is kept of all Customers' measures, no accurate fit is guaranteed. RIDING BREECHES sent on the most approved lines from 35/-.

MERRYWEATHERS' "UNIVERSAL" HAND-POWER PUMP

With Metallic Body and Gun-metal Pump.



For Fire Protection, Watering Plantations, Emptying Ponds, Draining Land, Pumping Liquid Manure, General Pumping Purposes, &c. Strongly made and nothing to get out of order. Ask for Illustrated List 50. MAKERS OF EVERY DESCRIPTION OF PUMPING MACHINERY. MERRYWEATHER & SONS, 63, Long Acre, W.C., London.

London Selling Agents

TEA, INDIGO, FIBRES, BASTES, OILSEEDS, HIDES & SKINS, RUBBER, DRUGS, COTTON, WOOL, ORES, MICA, CLAYS, AND GENERAL PRODUCE. Sold on commission in British and Continental Markets. Samples valued. Best ports for consignments to be obtained. KEYSER, SON & CO. (Import Dept.) Whitehall, London. Telegrams: "Keyser, London." Tel. 1944.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irritations. Thousands of Ladies keep a box of Martin's Pills in the house, as they are the best of any remedy for the system's steady state may be maintained. These pills are the only ones that can be taken without any ill effects, and are the only ones that can be taken without any ill effects, and are the only ones that can be taken without any ill effects.

CLARKE'S B. 41 PILLS.

A warranted cure for all acquired or constitutional diseases, charges from the Urine, &c. These famous Pills cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Spills 15.50.

A SHIPMENT OF CORSES.

The Undertakers Journal thus records: "A recent shipment of 8,000 corpses from New York for China. The British steamship *Shimosa* left New York a month ago for the Far East with the remarkable total of 8,000 passengers. The 8,000 travellers on the freighter are all comfortably stowed between decks, beneath spacious hatches, and not a complaint or murmur comes from any of them. They are all of them Chinese, and some of them have been buried so long that there is really only a set of bleached bones in the caskets which have been placed inside of plain pine-boxes.

Every few years the Chinese gather up their dead for shipment to China, and final reinterment in the soil of the Flowery Kingdom. For weeks and weeks local undertakers and also undertakers in other countries in the East have been busy digging up the coffins and sealing them up in other caskets preparatory to shipping the Chinese dead in the United States to their native land.

There is being shown little ceremony about the transfer of the plain white pine boxes from the pier to the freighter. A handful of Chinese agents of the Society which takes care of the dead Chinese in America stand around and solemnly watch the operation of hoisting the pine boxes from the pier in bunches of four and lowering them away into yawning holds of the *Shimosa*.

All that could be seen that would indicate anything extraordinary was taking place on the *Shimosa* was the quantity of rice strewn round the decks, which looked as if it had been showered there after a bridal party. The smell of roast pig and chicken coming from the fore's also indicated that the Chinese sailors were loyal to their belief that a dead Chinaman must never be seen on his last trip without a first-class meal, consisting principally of roast pork, chicken, and plenty of rice.

It has been seven years since there has been a general shipment of Chinese dead from New York. The Chinese who die in the United States and who are anxious that their bones shall rest finally in China pay a small weekly sum to a society, which looks after them when they can no longer look after themselves. When there are enough Chinese dead to make the shipment worth while, undertakers dig up the coffins in all the Chinese burial places and send them sealed to New York. These coffins are sent to the West of the Mississippi to San Francisco. In New York the Chinese burial ground is located in the Brooklyn cemeteries. They were disinterred several weeks ago.

Each coffin on the *Shimosa* is labelled with the name and history of the Chinaman whose body lies within. At the Chinese port the boxes will be sent to the locality where the man originally came from and there buried for the last time.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 2nd May: 2nd Sunday after Easter. Holy Communion (7.30 a.m.) Morning (11 a.m.) (Full Choir). Responses, Psalms, Venite, Gloria, Mass, and the 2nd and 3rd Gospels. The 1st Lesson in E-flat; Jubilate, Hosanna, them, "O praise God"—Blair. Holy Communion (12 noon). Kyrie, Stainer in E-flat; Hymns, 138 and 359. N.B.—Psalms 10, Verses 1, 2, 7, 8, 10 and 20 in unison. Psalm 11, Verses 1, 10, 13, 14 and 20 in unison. Psalm 11, Verses 1, 10, 13, 14 and 20 in unison. Evening (8 p.m.) Responses, Psalms, Venite, Gloria, Mass, and the 2nd and 3rd Gospels. The 1st Lesson in E-flat; Magnificat, Canticle of the 2nd Morning; Nunc Dimittis, Woodward (1st evening); Hymns, 504, 172 and 359.

St. Peter's Church, Queen's Road, West: 3rd Sunday after Easter. Morning Prayer 11 a.m. Venite, Arnold; Psalms, 104, 137, 221; Deum, Oakeley; Hymns, 4, 329, 307 and 221; Kyrie, Arnold; Holy Communion 12.15 Evening Prayer 8.30. Gloria; Magnificat, Gos; Nunc Dimittis, Farrant; Hymns, 344, 415, 371 and 15; Kyrie.

The Church launch *Daying*, will call on ships carrying white crews to bring them ashore to the services between 9.15 and 10 a.m. and between 4.15 and 5 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday School 10-10.45 a.m. Union Church, Kennedy Road, Minister: Rev. C. H. Hickling. 11 a.m. Worship, Hymns 450, 18 and 6. P. S. A. 8.30 p.m. Gospel Service in Park Church. 9 p.m. Worship, Hymns 315, 444, 158 and 618, 1st Psalm 100. Wednesday 5.30 p.m. Annual Meeting of Schoolholders. Friday 8 p.m. Christian Endeavour Society. Subject—"Work."

Westminster Methodist Church, Wanchai: Sunday Services 10.15 a.m. Preacher—Rev. T. A. Scholes, M.A. 4.15 p.m. Preacher—Rev. J. A. Baker. Subject for Sunday Evening—"Science and Prayer." The Sacrament of the Lord's Supper will be administered at the close of the evening service. Sailors and Soldiers' Home, 27, Central Street. Sunday 8.30 p.m. P. S. A. 8.30 p.m. Gospel Meeting to be conducted by Mr. Allington Monday 8.30 p.m. Fellowship Meeting. Wednesday 8.0 p.m. Prayer Meeting.

St. Andrew's Church, Kowloon—3rd Sunday after Easter, 2nd 1909. Morning Service 11 a.m. and Holy Communion at noon by the Rev. C. E. Thompson. Evening Service 8 p.m. Preacher, the Lord Bishop of the Diocese. Services on Sundays are:—H. by Communion on 1st, 3rd and 5th Sundays of the month at noon. Holy Communion on 2nd and 4th Sundays at 8 a.m. Morning Prayer at 11 a.m. Evening Prayer at 6 p.m. Children's Service at 3 p.m. on 3rd Sunday of the month. Sunday School at 9 a.m. on other Sundays of the month.

St. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English, at 10 a.m.

THE MAKING OF A SAINT.

It is an elaborate and costly business the making of a saint. From an account of the process given in the April *Pall Mall Magazine* we gather that the ceremony costs about £4,000. It is recounted that Prince Paleonieri, who undertakes the entire cost of the canonization of Saint Giuliana Paleonieri, almost ruined himself, and after the ceremony, speaking to his children, said, "My dear ones, be angels as much as you like, but never saints; it costs too much." The ceremony in St. Peter's is described as imposing and interesting, but scarcely touching, as it is too grandiose and public a character to arouse any devout religious sentiment. The entering of the Pope in procession is a great function, and when he is seated the Prefect of the Congregation of Rites advances, asking the Pope to proclaim the sainthood of the proposed person. This is repeated three times before the proclamation is definitely made, and in the intervals the superb choir of the Sistine Chapel intones the "Te Deum" and the Litany of the Saints. This ceremony once accomplished, Mass is celebrated with special rites, symbols and traditions. After all is over the Pope returns to the Apostolic Palace.

A LADY WHO SHOCKED HER FRIENDS.

By HER UNHEALTHY APPEARANCE, COMPLEXTY AND PERMANENTLY CORRED OF INDIGESTION, HEADACHES AND NERVOUS DEBILITY BY DR. WILLIAMS' PINK PILLS.

Mrs. A. Brunner, of Haskell Road, Shanghai, dates her ill-health from a fire which occurred at her residence when she was out at a dinner-party one evening some years ago.

"I shall never forget that dreadful night," said she. "The horror of it broke me down. I began to suffer from what the doctors described as Spina, and it was not until Dr. Williams' Pink Pills for Pale People built up my shattered nerves and gave fresh strength to my run-down system that I recovered."

"My symptoms," continued Mrs. Brunner, "were these: I had acute indigestion; my tongue was becoming so sore that it was exceedingly painful to take food."

"I had the appetite, what little I did eat I suffered from bad headaches, and became so thin that I was like a skeleton. There were severe pains between my shoulder-blades. Most of my time was spent lying down. Finally, the doctors ordered me home to England. When I started I was so sick and hopeless that I felt sure I would die on the journey, so I made my Will."

I stayed in England for nine months, but got no good there, so I returned to China. My friends were shocked at my unhealthy appearance. This was in 1905, and it was then, too, that my attention was directed to Dr. Williams' Pink Pills by articles appearing in the newspapers describing cures wrought by them. I decided to try them. The first two bottles did me so much good that I was encouraged to persevere. So I continued taking the Pills. By degrees I regained my strength, recovered appetite, and began to sleep well (whereas before I suffered much from sleeplessness)—and finally I found myself completely cured. It is also worth mentioning that the irritable, low-spirited, which troubled me before, disappeared."

Mrs. Brunner gave the above testimony on the 17th August, 1906. When called upon again recently she was still well, and enthusiastically repeated her praise of Dr. Williams' Pink Pills. As with Mrs. Brunner, so it has been with countless other sufferers. Dr. Williams' Pink Pills for Pale People fill the veins with New, Pure, Rich Blood, and so build up the system, giving it the strength to shake off disease. In this way they have cured Indigestion, Liver Disorders, Headaches, Anemia (weak watery blood), Malaria, Rheumatism, Sciatica, Paralysis, Beri-Beri, Nervousness, Debility, Palpitation, Bolls, Pimples, Eczema and Skin Diseases. For the special ailments of ladies they are a proved remedy. Obtainable at most shops where medicines are sold, also direct from Dr. Williams' Medicine Co., 50, Kinkaid Road, Shanghai, at \$1.50 per bottle or 6 bottles for \$8/-, Mex. post free.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth in their weekly share report, dated April 30th, state:—A brisk demand for most stocks has ruled on our market during the past week, and a fairly good business has resulted. There is many cases have further appreciated further firmness. Bar Silver in London has improved 24d. and Shanghai T. T. to 194. The T. T. rate on Shanghai is quoted at 748, and the Banks' buying rate for 3 days sight bills at 734. The rate in Shanghai for 3 days sight bills on this is 743.

BANKS.—Hongkong and Shanghai have been in good demand, and sales have been booked at from 9940 to 994. At the close a few shares are obtainable at the latter rate. London is unchanged at \$99. 10. Nationals have buyers at \$51 but are without business.

MARINE INSURANCE.—Unions have improved considerably, and sales up to \$905 are reported market closing with buyers at the rate. Canton have again been done at \$187 and many shares can be placed. There are buyers of China Traders, North China and Yangtze and many, but no local transactions are reported.

FIRE INSURANCE.—Hongkong have been booked at \$335, there are buyers now at \$337, but supplies are not available under \$340. Chinese are firm with buyers at \$106.

SHIPPING.—Hongkong, Canton and Macao have sold at \$301 and more shares are wanted. Indos have improved \$80 for the combined preferred and deferred issues, and shell transports to \$86. China and Malacca are easier with selling at \$51 and Douglas at \$56. Star Ferries (old) have been booked and are in further request at \$25.

REVENUES.—China Sugars, also Luzon have been neglected during the interval and there are no sales to report. Perak sugars in the north have jumped to 160 with buyers.

MINING.—Rams are obtainable at \$8. Chinese Engineerings are wanted at 18, and Charbonnages at 7625.

DOCKS, WHARVES & GODOWNS.—Hongkong 379. There are buyers of New Amoy Dock at \$92, and Shanghai Docks at 118. 87. Hongkong and Kowloon Wharves have hardened, and after sales at \$53 and \$54 are now required for \$55. Shanghai and Hongkong Wharves are easier with sellers in the North at 118.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands under a demand from the North have improved to \$99 with buyers, but no sales are reported. Shanghai Lands have been sold to the North at 118 and 117; market closing with sellers at \$44 and Kowloon lands would probably also find buyers at \$30. Humphreys Estates have improved to \$9 with sales and further buyers. Hongkong Hotels continued in request at \$5.

COMMON MILLS.—Ewos are easier with sellers in the North at 122, and Soy Chee at 118. 403. Internationals are quoted at 118. 91, and Lao Kung Mills at 112. 84. Shanghai Hongkong have been effected locally at \$04.

MISCELLANEOUS.—China Banners after sales at \$11.50 and \$114 can now be placed at \$12. Cements have been done at \$8.20 and \$9.50 and

TYPES OF BATTLESHIPS.

AN INSHORE SQUADRON.

At the annual meeting of the Institution of Naval Architects, Lord Selkirk initiated a discussion on "Types of warships limited in recent programmes of recent naval construction." He said that to the British Admiralty belonged the credit of producing the first specimen of a new class of battleship, showing a marked advance over all preceding types in speed and in guns of the heaviest calibre. The coal-on-drums was sufficient for ocean passages. Occasional might arise in naval warfare when superiority in speed and big gun armament might decide the issue. It was necessary to secure a preponderance for the British Navy in Dreadnoughts. But with increase of dimensions we had not secured invulnerability. It was not possible to protect the whole area of side-above water with impenetrable armour. In the war in the Far East, the mine was a deadly weapon. If we were creating a new Navy for the defence of the British Empire, it would be desirable to lay down a certain proportion of ships of moderate dimensions. We were relieved of this necessity. We had, as Mr. McKenna had said, a mighty fleet of ships earlier than the Dreadnought. It was not necessary to dwell on the armoured cruisers. The type had disappeared from the latest programme of construction. Our appropriations to cruiser construction had not been approached under any other naval administration. In the view of naval authorities, it would have been well to have spent less on armoured cruisers and more on battleships. The large protected cruisers were the least effective of all the ships on the British Navy list. They were costly and vulnerable.

The Dreadnoughts were essentially ships for the open sea—beyond the range of the torpedo, and free from the danger of the floating mine. In narrow and shallow waters, in the southern part of the North Sea, with all lightships and buoys removed, navigation would be hazardous in the extreme. At night and in thick weather, the torpedo would become a most formidable assailant. The gun was a useless weapon against an invisible foe. The naval experience and professional skill which had produced our noble deeds for the open waters should now be directed—not, of course, neglecting the Dreadnought—to the creation of a type specially designed for the inshore squadron.

A discussion followed, in which Admiral the Hon. Sir E. R. Fremantle, Admiral Fitzgerald and Sir William White took part.

As your teeth are wanted to last—for years to come—begin now to use

Calvert's Tooth Powder

However perfect your teeth may naturally be, they will require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Stores. F. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET

"SAROLA" REMOVES ALL ROUGHNESS, IRRITATION, TAN, AND KEEPS THE SKIN SOFT, SMOOTH, AND WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING during the summer.

BOTTLED IN 1/2, 1/3, and 2/6 SIZES. H. BEECHAM & SON, CHALTONHAM.

TO LET

TO LET.

HOUSE in Wong Nei Chong Road.

OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1909. [97]

TO LET.

AT THE PEAK, HOUSE in STEWART TERRACE, Furnished or Unfurnished.

Apply—H. E. POLLOCK, 18 Bank Building. Hongkong, 20th March, 1909. [494]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central. Hongkong, 23rd February, 1909. [213]

TO LET.

"FAIR VIEW" No. 1, Robinson Road, containing SIX ROOMS and Several Small Rooms and Large Outhouses. ROOMS suitable for Offices in No. 10, Ico House Street, in rear of David Sassoon & Co.'s premises.

Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 1st May, 1909. [553]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1909. [98]

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £200,000 or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[693]

A GIFT FROM ENGLAND.

PEACH'S TABLE DAMASK

FREE! Given away. LACE TABLE CENTRE. Sent FREE with Catalogue and Buyers Guide of CURTAINS, MUSLINS, TABLE LINENS, DOWN QUILTS, CARPETS, RUGS, FURNITURE, KNICKERNAKES for Slippers, LADIES' COSTUMES, UNDERWEAR, SHOES, etc. GENTS' CLOTHING, HOSIERY, BOOTS, etc. Grasp the fact that though miles away you can buy DIRECT FROM THE MANUFACTURING CENTRE at first cost and save money. Customers order regularly from the most distant parts of the Empire. Instructions carefully carried out. Patterns FREE. Parcels despatched by every Mail.

MARVELLOUS PARCEL

2 White Damask Table Cloths, 22 yards, 2 Half Bleached Table Cloths, 11 yards, 2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table Cloths, 22 yards, 2 Irish Cambric Towels, hand-embroidered and drawn thread, 2 Handkerchiefs, Irish hand-embroidered and drawn thread.

2 White Damask Table

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 1st May. See Special Advertisement.
LONDON AND ANTWERP	NUBIA	About 5th May. Freight and Passage.
ANGLO-COLOMBO PORT	Capt. F. J. Fox	May
SHANGHAI, NAGASAKI, POONA	Capt. A. F. Vane, R.N.R.	About 7th May. Freight only.
MOJI, KOBE and YOKOHAMA		May
SHANGHAI	OCEANA	About 15th May. Freight and Passage.
	Capt. T. H. Hide, R.N.R.	May

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th April, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 2nd May, 8 P.M.
MANILA	"TEAN"	On 4th May, 3 P.M.
SHANGHAI	"CHINHUA"	On 6th May, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 7th May, 4 P.M.
TIENSIN	"HUICHOW"	On 9th May, 8 P.M.
SHANGHAI	"CHENAN"	On 9th May, 8 P.M.
MANILA	"TAMING"	On 11th May, 3 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

The Sunday Morning Sailing carry Passengers and H.M. Mails to connect with Siberian Mail to Europe.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

Hongkong, 1st May, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
HAIMUN	SWATOW	SUNDAY, 2nd May, at 10 A.M.
HAITAN	SWATOW, AMOY & FOOCHOW	TUESDAY, 4th May, at 1 P.M.
HAIRANG	SWATOW, AMOY & FOOCHOW	FRIDAY, 7th May, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT AND DEPART FROM THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

Hongkong, 1st May, 1909.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 2nd May, at 10 A.M.
TAMUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 9th May, at 10 A.M.
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	TUESDAY, 11th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidsides. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st May, 1909.

T. ABIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA NINGPO	"KWONGSANG"	Saturday, 1st May, 4 P.M.
SHANGHAI	"TUNGSHING"	Monday 3rd May, 4 P.M.
SHANGHAI	"CHUNSHANG"	Wednesday 5th May, Noon.
MANILAN	"MAUSANG"	Thursday 6th May, Noon.
MANILA	"YUENSANG"	Friday 7th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday 19th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chifoo, Tientsin & Newchwang.

Telephone No. 61.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Ukan, Jesselton and Labuan.

For Freight or Passage, apply to—

Hongkong, 1st May, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 15th April, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	HAKATA MARU Capt. T. Murai	6500	WED. DAY, 12th May, at Daylight
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	IYO MARU Capt. S. J. G. Parsons	6500	WED. DAY, 26th May, at Daylight
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	CEYLON MARU Capt. Fred. Pyne	6000	TUESDAY, 11th May, at Noon
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	YAWATA MARU Capt. T. Sekine	4000	TUESDAY, 25th May, at Noon
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 14th May, at Noon
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SADO MARU Capt. Geo. Anderson	6227	WED. DAY, 5th May, at Noon
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TOTOMI MARU Capt. R. Smith	4000	SUNDAY, 9th May, at Noon
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	YEBOSHI MARU Capt. B. Ken	4000	TUESDAY, 12th May, at Noon
COLOMBO, PENANG, PORT SAID, VICTORIA, E.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6000	WED. DAY, 12th May, at Noon

* Calling at Keelung.
† Fitted with New System of Wireless Telegraphy.
† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, &c. apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 30th April, 1909.

T. KUSUMOTO,
MANAGER.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amfships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 1st May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 8th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 19th April, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, and also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENGAMBIA ... 13th May S.S. SILVIA ... 17th May S.S. ISTRIA ... 29th May S.S. BRASILIA ... 9th June S.S. SEGOVIA ... 17th June S.S. C. FERD. LAEISZ ... 26th June S.S. SLAVONIA ... 10th July	FOR MARSEILLES, HAYRE & HAMBURG: S.S. BELISGAVIA ... 6th May FOR HAYRE, BREMEN & HAMBURG: S.S. SILEZIA ... 20th May FOR ANTWERP & HAMBURG: S.S. LIBERIA ... About Middle of May FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. BELGRAVIA ... About Beg. of June FOR HAYRE & HAMBURG: S.S. SCANDIA ... About Middle of June

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 1st May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADEVOSTOK.

SWEDISH EAST ASIATIC Co., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAYRE, COPENHAGEN and GOTHENBURG	"PEKING"	On 17th May.

For Further Particulars apply to

MELOHERS & CO.,

Hongkong, 24th April, 1909.

AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSU MARU	5000 "	July 1st, at Noon.
S.S. AMERICA MARU	6000 "	August
S.S. HONGKONG MARU	6000 "	October

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 28th April, 1909.

TOYO KISEN KAISHA, Yokohama Building,
[462]

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanhsung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tushiehiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.

ANTUNG-HSIN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS IN THE FAR EAST AND EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANZU." Codes: A.B.C., 5th Ed., Al and Lieber's.

[137]

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. 4.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	JOHANNES, German str., 952, J. J. Jensen, 27th April—Saigon 23rd April, Rice & General—Jensen & Co.
ANHUI, British str., 1,350, J. Meathrel, 28th April—Shanghai 25th April, General—Butterfield & Swire.	KENYON, British str., 5,867, R. Comadi, 20th April—Tasmania via Victoria and Japan. 24th March, Flour, Lumber, Salt, Herring—Butterfield & Swire.
ASCANIA, German str., 1,252, A. Clausen, 26th April—Chinkiang 21st April, General—Hamburg-merika Linie.	KEONG WAT, German str., 1,115, T. Kohler, 16th April—Bangkok 7th April, Rice—Butterfield & Swire.
BANGKOK, German str., 1,920, F. Nicolaisen, 28th April—Bangkok 19th April, General—Yuen Fat Hong.	KWANGLEE, Chinese str., 1,468, Froberg, 27th April—Shanghai 24th April, General—Chinese.
BENALDA, British str., 1,959, Tough, 28th April—Moji, 22nd April, Coal—Gibb, Livingston & Co.	KWONGSANG, British str., 1,428, W. P. Baker, 28th April—Shanghai 23rd April, and Swatow 27th April, General—Jardine, Matheson & Co.
BORNEO, German str., 1,344, Sembill, 26th April—Sandakan 21st April, General—Melchers & Co.	LIANGCHOW, British str., 1,215, H. Harder, 25th April—Chinkiang 21st April, Beans, cake and Rice—Butterfield & Swire.
CHONGSHING, British str., 1,256, V. M. Liddle, 23rd April—Tientsin 15th April, General—Jardine, Matheson & Co.	LOOSOK, German str., 1,020, G. Schultzen, 20th April—Rice and Salt—Butterfield & Swire.
CHITRUS, Chinese str., 1,177, C. Stewart, 25th April—Shanghai 21st April, General—C. M. S. N. Co.	LOTHIAN, British str., 3,223, W. J. Lockhart, 17th April—Moji 12th April, Coal—Dojwell & Co.
CHOWAT, German str., 1,115, W. Moller, 25th April—Bangkok 18th April, Rice & Wood—Melchers & Co.	LUCROT, British str., 1,200, W. Badley, 28th April—Newchwang 22nd April, General—Butterfield & Swire.
CHUNANG, British str., 1,418, W. E. Sawyer, 27th April—Wakamatsu 21st April, Coal—Mitsui Co.	MATHILDE, German str., 831, A. P. Ulders, 27th April—Chinkiang 20th April, General—Jensen & Co.
CLARA JENSEN, Ger. str., 1,102, J. Bendixen, 28th April—Singapore 24th April, General—Jensen & Co.	MAUSANG, British str., 1,544, G. S. Weigall, 26th April—Sandakan 20th April, Timber and General—Jardine, Matheson & Co.
DAIGI MARU, Japanese str., 846, H. Muragana, 21st April—Tamsui 18th April, General—Osaka Shosen Kaisha.	MINNESOTA, American str., 1,323, C. Austin, 24th April—Seattle 20th March via Manila. 22nd April, General—Great Northern S.S. Co.
DAIJIN MARU, Japanese str., 899, F. Kabayuki, 26th April—Swatow 27th April, General—Osaka Shosen Kaisha.	MOTOJI MARU, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.
DENHIG HALL, British str., 3,211, 25th April—New York 26th Feb. and Durban 30th March, Case Oil—Standard Oil & Co.	PAOTING, British str., 1,237, Scott, 29th April—Weihaiwei 24th April, Salt—Butterfield & Swire.
DERWENT, British str., 1,562, J. Jenkins, 27th April—Saigon 23rd April, General—Chinese.	PETCHABURI, German str., 2,100, C. Gosewisch, 24th April—Bangkok 18th April, General—N. D. L.
DEVAWONGSE, German str., 1,087, F. Rohwaldt, 28th April—Bangkok 19th April, Rice—Butterfield & Swire.	PREMPHET, British str., 1,056, Jas. H. Scott, 22nd April—Saigon 18th April, Rice and General—We Fat Sing.
DEUFAR, Norwegian str., 1,102, J. Bing, 22nd April—Chinkiang 17th April, General—Hamburg-merika Linie.	RUBI, British str., 1,356, R. W. Almond, 26th April—Manila 24th April, General—Shewan, Tomes & Co.
EMPEROR OF RUSSIA, British str., 5,046, R. Archibald, R.N.R., 16th April—Vancouver, B.C. 25th March, Mails and General—C. P. R. Co.	SHANTUNG, British str., 1,835, Robinson, 24th April—Hong Kong—Butterfield & Swire.
FOOCHOW, British str., 1,228, Vincent, 21st April—Wuhu 15th April, Rice—Butterfield & Swire.	SIBERIA, American str., 5,655, A. Zeeber, 21st April—San Francisco 26th March, Mails and General—P. M. S. Co.
FOOSHING, British str., 1,236, T. H. Lishman, 23rd April—Wuhu and Chinkiang 19th April, General—Jardine, Matheson & Co.	TAIYUAN, British str., 2,368, L. Dawson, 25th April—Melbourne Australia 27th March, General—Butterfield & Swire.
GERMANIA, German str., 1,713, C. Jurgensen, 25th April—Wuhu 20th April, Rice—Jensen & Co.	TELEMACHUS, British str., 1,340, G. Edwards, 21st April—Saigon 10th April, Rice and General—Chinese.
GREYER, A.P.A.R. British str., 2,961, S. H. Bolton, 28th April—Calcutta 15th April, General—David Sassoon & Co.	TRIUMPH, German str., 769, J. C. Hansen, 28th April—Haiphong and Hoihow 27th April, Coal and Fish—Jensen & Co.
HALDIS, Norwegian str., 1,165, Polberg, 20th April—Saigon 16th April, Rice—Order.	TUNGSHING, British str., 1,772, W. Stalker, 24th April—Wuhu and Chinkiang 20th April, Rice and General—Jardine, Matheson & Co.

CYCLING IN THE AIR.

HALF BICYCLE AND HALF FLYING MACHINE.

(BY M. R. NOBLE, SECRETARY OF THE NATIONAL CYCLISTS' UNION.)

At the Olympia Exhibition was on view a device which, half that is claimed for it, is the most remarkable invention in connection with the bicycle since the introduction of the pneumatic tyre. It is nothing less than the scientific and, judging from actual tests and experiments on the road, successful application of the principle of the aeroplane to cycling. Indeed, its inventor, Mr. John Gaunt, has aptly christened it the "cycloplane," a very neat conjunction of the words, bicycle and aeroplane.

The cycloplane is an ordinary bicycle surmounted by a sort of wedge-shaped hood or shield made of canvas and looking not unlike the roof of a house.

This canvas plane is divided into three compartments, consisting of a reception chamber for the air, a compressing department, and a delivery exit. It gives to the wind just like a weather-vane; it is not rigid, but oscillates over the joints; and it can be arranged just like the sails of a ship to suit the wind as it blows at the beginning of a voyage.

A trip on the cycloplane can, in fact, best be described as a cruise on dry land.

At first it would appear that in a strong wind both rider and machine would be lifted completely off the ground. This experience actually occurred to Mr. Gaunt on one occasion.

600 MILES OF TESTING.

"I have," he said, "been actually lifted off the road into the air when travelling in a high wind down a hill on the lee slope of a valley. But this was an exceptional experience, and was just another addition to the excitement of 'cycloplaning.' During 600 miles of testing, on all sorts of roads and in all conditions of weather, I have never yet met with an accident, nor have I ever been blown over—not even on the occasion when I and my bicycle were completely lifted into the air.

"Of course, the chief idea of my invention is that to some extent the cycle should be 'lifted,' so that the pressure on the tyres might be reduced, and cycling made easier. The extent to which this lift takes place naturally depends upon the weight and size of the cycloplane, its inclination, velocity, and other circumstances. The importance of the cycloplane to those who are hoping in various ways to harness the wind can scarcely be over-estimated, declares Mr. Gaunt.

"Very few people," he says, "really understand the many curious facts that exist with regard to the wind, its velocity, and power of resistance. For instance, all sorts of wind-cutting devices have been invented to increase speed, but with comparatively little effect. The reason of this is that the wind blowing straight in the face of the cyclist divides and rushes past him leaving a vacuum behind.

"It is not the wind in front that offers the strongest resistance to the rider as much as the vacuum that leaves behind. By cutting off this vacuum at the back far better results can be obtained than by merely cutting through the wind in front.

"To solve this problem was, perhaps, my greatest difficulty, and I experimented with nearly forty kinds of cycloplanes of all conceivable shapes and in every imaginable position before I discovered that which perfected my present apparatus.

WHY THE HAND STOPPED.

"My tests have brought me various experiences, some amusing, others rather disagreeable. On one occasion I overtook on the road a procession which was headed by a military band. As I came along the members of the band were so amazed that they forgot to continue playing, and could only stand still and stare at what they must have considered a weird and uncanny apparition. You have heard of playful youths upsetting orchestras by sucking a lemon ostentatiously. My cycloplane was more disastrous to these musicians than a whole army of lemon suckers.

"When I first appeared on the roads in broad daylight my appearance caused a good deal of ridicule upon me. On one occasion, however, a group of cyclists who had been following me and ridiculing me for some time, received a severe lesson. The driver of a vehicle in front endeavored to block my way, and when I tried to pass him, pulled his vehicle towards me. As quick as lightning I turned right and then left past him to the amazement of the cyclist behind, who had no idea that my apparatus could either swing or veer, and evidently thought it a 'fixtured.' They themselves were so excited that somehow they collided and fell in a heap on the road.

HIGH-GEAR POSSIBLE.

Horses at first used to look at me and shy, but I soon found that by using 'the police-man's hand' they pulled up, and now it is very rarely indeed that I find it necessary to dismount except in the case of a very nervous horse. Motorists often pull up on meeting me and frequently have followed in my wake for miles.

Practical cyclists will be interested to know that one of the chief advantages of the cycloplane will be able to suit much higher gears, even when the roads are hilly.

"I ride a 95 gear," explained Mr. Gaunt, "and once I found the local postman, to exchange his mail, and he came back delighted with the ease with which he could travel, although his own machine was only geared to 75."

The new type of bicycle can be pedalled either with or against the wind, and is not difficult to steer in any direction, while the sensation experienced in rushing down long hills can only be described as one of 'flying on wheels.'

WEIGHT NO OBJECTION.

The combination of pedalling and 'lifting' is one that few who have not studied aviation can quite understand. According to Mr. Gaunt, a good aeroplane 'lifts' ten times as much as the rider pushes it. "Many people," he asserts, "imagine that because a great deal of power is necessary to carry one man through the air, it must be the same on land. But this is not so, for it must be remembered that the screw propeller of the aeroplane has no grip on the road, or in other words, has no leverage, which makes all the difference. The argument also that a lighter framework would be better cannot hold water, or it would be easier to throw a feather through the air than a stone.

The tool used by Mr. Gaunt is birch, with waterproof cement—three inches in thickness. The rear of the cycloplane is detachable, so that it can be fitted to any ordinary bicycle, and this adds from 10lb. to 12lb. to the weight of the machine. It reduces vibration and lessens road shocks and 'glides' the machine over lumpy places.

The cycloplane has recently been subjected to a series of exceedingly severe tests on the Yorkshire hills near Gargrave. All of them were carried out in a high wind, and the machine came through the ordeal with genuine success.

In addition to Mr. Gaunt's other inventions are experimenting in the same direction, and this latest development of cycling will be watched with the greatest interest, for there can be no doubt that a perfect combination of aeroplane and bicycle would form an ideal method of locomotion.

FASHIONS AND FANCIES.

THE RACING PROCK.

The racing frock is in demand. At Sandown the short serge suit was pre-eminent, especially on the second day, when rain kept away all but the most persistent of racing ladies. It was observed that heliotrope is rapidly coming into favour again. This is one of the softest and most becoming colours in the whole repertoire of fashion. The new colours in serge may be said to have made their first appearance in public at Sandown. It seemed odd to see the well-known shades of navy blue replaced by tomato or purple, or a medium tone of green. The skirts were really short that is, at a sufficient distance from the ground to show the instep.

AND THE COATS. The coats were for the most part compromises between the Directoire and the return to normal length of waist. Some were frankly Empire, sans waist, and very much trimmed; but it was noticeable that the very smartest women had selected this form for one showing a longer line below the arm and a better defined outline of the figure. This was especially the case with the long racing coats worn by so many well-dressed women. One of these, in cloth of an elephant-grey shade, fastened on the left side with large buttons and buttonholes, the former covered with the cloth of the coat, and the whole arrangement giving the true Directoire line. At the same time, the cut of the coat defined the waist fairly closely. The long peacock coat, which has been almost a livery of our great ladies during the winter.

THE HAND-BASIN HAT. This hideous and unbecoming headgear seems to have a peculiarly tenacious hold upon the affections of pretty women. It is difficult to account for this, for it is not only unbecoming, but has even a dowdy look, being pressed far down upon the head, hiding the hair, and from a side-view, most of the face. One of two of the new Victorian bonnets made their appearance in company with costumes showing sloping shoulders and rather full skirts, and attesting determination to revive the 1830 and 1840 styles. These, apparently, are to try a fall with the Louis XV. period. It is impossible to predict the issue. Each, probably, will have its own following. One wishes success to both, since either means the fall of the hand-basin hat. The sooner it follows the 'beehive' variety, the better.

THE UP-TO-DATE TIE-BAR. There will be no lack of popularity for the new turban of folded velvet or silk or satin. Its lines are eminently graceful, and it shows the hair to great advantage, whereas the two forms already referred to completely hide it. The new grey cloth costume has a turban of velvet in precisely the same shade, the folds arranged with skill in the collar and on the shoulders, and the finest possible scale. A black satin turban has the trim embroidered in jet cabochons, and is furnished with black tulle strings to the under the left ear. Many of the newest hats have strings, some from the crown, others from the brim. It depends on the face of the wearer which is the more becoming of the two. Of one thing there can be no doubt, viz., that strings of any kind are much more becoming than none.

EMBROIDERY AND BRAIDING. No power seems to be complete, if intended for afternoon wear, without a considerable amount of braiding or embroidery, chiefly lavished on the bodice. Braid and buttons, the former laid on in flat lines, are for outdoor walking dress; but braiding, in the sense of working a design in braid, is suitable to either morning or afternoon. Sometimes the bodice is entirely covered with this or close embroidery, while the skirt is absolutely plain. Often, there is a panel of embroidery or braiding straight down the front, with no other trimming. Again, there is trimming of a similar kind in the form of bolero and half-sleeves, or the gown may be of the tunic style, with a handsome embroidery bordering the latter and repeated in the curve of the bodice from shoulder to shoulder above the chemise. Many of the new spring gowns are made in this way.

THE DETACHABLE CHEMISETTE. So much inconvenience has been caused by the easily soiling chemisette and sleeves arranged in almost every gown last year, and often firmly stitched in with the darkest materials, that a detachable arrangement of the kind has now been devised, and can be bought ready made. It consists of chemisette and sleeves in any of the usual materials, principally white, and when green net, the former made long enough to fasten down several inches below the point where it shows. It looks or buttons up the back, and if well cut will fit any ordinary figure with ease. The sleeves are long enough to reach the wrists, and even cover part of the hands.

OTHER USEFUL SUPPLEMENTS.

Another arrangement likely to be found very convenient in the square-cut frock in tucked net, and lace, the latter laid on in a border that makes a straight line back and front, and also a straight line crossing either shoulder. This fashion of bolero and half-sleeves, or the gown may be of the tunic style, with a handsome embroidery bordering the latter and repeated in the curve of the bodice from shoulder to shoulder above the chemise. Many of the new spring gowns are made in this way.

THE NEW JEWELLERY.

Every pretty woman in Paris (and many who are not pretty but smart) is wearing with evening dress a band of black watered ribbon sewn with diamonds, and tied very high up on the throat. Some of these are fastened with a diamond clasp or a hook-and-eye in diamonds. It may be mentioned in a whisper that, partly is frequently substituted for diamonds in these, very becoming narrow neckties. English jewellers are following the light and fanciful French designs this season, in brooches, tiaras, and ornaments for the bodice. Some great ladies set the fashion at the last Court of having the fronts of the bodices almost covered with jewels, and one princess, in particular, attired in black velvet made in rigidly simple outline, had another trimming thus diamonds and old lace on her gown, and a white satin lining to her train. She looked very distinguished, a circumstance that was not entirely due to the dignified simplicity of her attire, but this had its share in enhancing the effect. X. AND Z. in the Globe.

THE CONTENTED MAN.

BY H. BRIDGES.

For some time a bishop in Southern Italy (you did not know that, but it is true nevertheless, and you will find his name in the writings of Duns Scotus, and he took part in councils; nay, there was a time when I know the very spot of which he was bishop, but the passage of years defies all these things.)—Lauder, I say, laid it down in his System of Morals that contentment was a virtue, and said that it could be aimed at and acquired positively, just as any other virtue can. Then there are those who have said that it was but a frame of mind and the result of several virtues; but these are the thinkers. The great mass of people are willing to say that contentment is strictly in proportion to the amount of money one may have, and they are wrong. I remember when there was a Sultan, or some such dignitary, in Spain, who counted the days of his life which had been filled with content, and found that they were seventeen. He was lucky; there are not many of us who can say the same. Then once a man told me this story about contentment, which seemed to me full of a profound meaning. It seems there was once an old gentleman who was possessed of something over half-a-million pounds, a banker, and this old gentleman every night of his life would go through certain little private books of his, compare them with the current list of prices, estimate to penny what he was worth before he slept. It was always a great pleasure to him to note the figures growing larger, and a great pain to him to note the rare occasions when they had shrunk a little in the twenty-four hours. It so happened that this old gentleman lost a considerable sum of money which he had imprudently lent to a distant and foreign country too much praised in the newspapers, and he worried so much over the loss that he became ill and could not go to his office. His sons kept on the business for him, and every succeeding week lost more and more money. But much was their filial piety that every night they gave the old gentleman false information, and that in some detail, so that he could put down his little rows of figures and see them growing larger night after night. You see, it was not the wealth that he desired, it was the increase in the little rows of figures; the wealth he consumed was the same; he wore the same clothes, he ate the same food, he lived in the same house as before, and he had for a companion eternally one or another of the two nurses provided by the doctor. The figures increased regularly as they did fill him with a greater and greater joy. After two years of this business he came to die, but his passing was a very happy one; he blessed his sons for what he had done, and his son's business sense; they had nearly doubled the family fortune during their short administration of it; he congratulated them and was now ready to go to his God in peace. Which he did, and two weeks after the petition in bankruptcy was presented by the young people themselves, always ready for an excuse, of doing it; but the old man had died content.

Which parable leads up to the point at which I should have begun all this, which is, that once in my life, in the year 1901, during a heavy fog in the early morning of the month of November, in London, I met a perfectly contented man. He was the conductor of an omnibus. These vehicles depended in those days entirely on the traction of horses. They were therefore slow, and as the night, or rather the early morning, was foggy (it was a little after one) people going Westward—journalists, for instance, who are always to be up at such hours—did not choose to travel in this way. There was no one in the bus but myself. I sat next the door as it rumbled along; there was one of those little faint oil lamps above it which are unique in Christendom for the small amount of light they give. It was impossible to read, but by the slight glimmer of it I saw suddenly revealed like a vision the face of that really happy man. It was a round face, framed in a somewhat shaven hat and coat collar, but not slovenly in feature, though not so well shown as in the omnibus. He was a man of about 50, with a white hair, who seemed to me to be a man of the bus he whistled softly to himself a genial little air. It was not I but he that began the conversation. He told me that few things were a greater blessing in life than that of being able to regulate the amount of gas by a penny in the slot. He pointed out to me that in this way there were never any disputes as to the amount of gas used, and he also said that it kept a man from the curse of credit, which was the ruin of many. I told him that in my house there was no gas, but that he was disappointed almost made me wish there was. And so it did, for he went on to tell me how you could cook any mortal thing with any degree of heat and by any speed by the simple regulation of a tap.

It may be imagined how anxious I was on meeting so rare a being to go more deeply into the matter and to find out on what such happiness rested; but I did not know where to begin, because there are always some questions which man do not like asked, and unless one knows all about a man's life one does not know what those questions are. Luckily for me he was married almost had eight children. He told me his wages, which were astonishingly low, his hours of labour, which were frightfully long, and he further told me that on reaching the yard that night he would have to walk a mile to his home. He said he liked this, because it made him sleep, and he added that in his profession the great difficulty was to get enough exercise. He told me how often a day off was allowed him, and how greatly he enjoyed it. He told me the rent which appeared to be one-third of his income, and contrasted himself upon the cheapness and commodity of the place; and so he went on talking as we rumbled down the King's Road, going further and further and further West. My day would end in a few hundred yards; his not for a mile or two more. Yet his content was far the greater, and it affected me, I am sorry to say, with wonder rather than with a similar emotion of repose and pleasure.

The next part of his conversation discovered what you will find in the conversation of contented men, for no other absolutely contented man have I ever met except this one, that is, a certain good-humoured contempt for those who grumble. He told me that the drivers of buses were never happy; they had all that life can give; high wages, fresh open-air work, the dignity of controlling horses, and what is perhaps more important, ceaseless companionship for not only had they the companionship of chance people who would come and sit on the front seats of the bus outside, but they could and did make acquaintances with friends who would come and sit on some part of the way and talk to them. Then, again, as their work was more skilled, their tenure of it was more secure, nor were they constrained to shout "Liverpool-street" at the top of their voices for hours on end, nor to say "Bentley-Bentley" in imitation of the postman. Nevertheless, they grumbled. He was careful to tell me that they were not really happy. What he condemned in them was rather the habit and, as it were, the fashion of grumbling. It seemed as though no weather pleased

them; it was always either too hot, or too cold; they took no pleasure in the healthy English rain, beating upon their faces, and warm spring days seemed to put them in a worse humour than ever. He condemned all this in drivers.

When we had come to the corner of my street in Chelsea as I got out I offered him a cigar which I had upon me. He told me he did not smoke. He was going on to tell me that he did not drink, and would, I have no doubt, if he had had further leisure, have told me his religion, his politics, and much more about himself; but though the buses in those days would wait very long at street corners, they would not wait for ever, and that particular bus rumbled and humped away. I looked after it a little wistfully, for fear that I might never see a happy man again. And I walked down by street towards my home more slowly than usual, thinking upon the thing that I had just experienced. I confess I found it a very difficult matter. That experience not only challenged all that I had heard of happiness, but also re-awoke the insistent and imperative question which men put to their gods and which never receives an answer. Destiny is independent of all material conditions whatsoever. That great sense of rectitude which so often embitters men but permits them to support pain is independent of material conditions also. But these are not contented moods; oblivion is ready to every man's hand, and even the most unfortunate secure a little sleep, and even the most tortured slaves know that at last, for all the rules and times and regulations of the workshop, they cannot be forbidden to die; but such a prospect is not equivalent to content. Further, there is a philosophy, rarely achieved but conspicuous in every rank of fortune, which so steadily regards all external accident as to remain indifferent to the strain of living and even to be, to some extent, master of physical pain. But that philosophy, that mournful philosophy which I have heard called 'the permanent religion of mankind,' is not content; on the contrary, it is very close indeed to despair. It is the philosophy of which the Roman Empire perished. It is the philosophy which, just because it utterly failed to satisfy the heart of man, powerfully accelerated the triumph of the Church, as the weight and pressure of water powerfully accelerates the rise of a man's body through it, to the sunlight and the air above, which are native and necessary to him. No it was not philosophy of the Stoics which had laid the foundation for the concordance of man before I could not explain the content of his in any way save upon the hypothesis that he was mad. —Daily Telegraph.

THE EMPIRE AND THE NAVY.

CANADIAN CO-OPERATION.

In the Dominion House of Commons on March 22nd Mr. Foster, in moving a resolution that Canada should no longer delay in assuming her proper share of responsibility for the protection of her exposed coast lines and seaports, said that he had given notice of the motion before Parliament met, and therefore it had not arisen out of the later events whereof all were thinking to-day, nor was it introduced in a party spirit. Physical force, after all, lay at the foundation of our civilisation, and the more valuable a country was, if that value were coupled with weakness and unpreparedness, the more inviting it was to the ambitious and unscrupulous, and a nation which was prepared was the only one which had a reasonable assurance of safety. Canada could not escape her common duty or ignore her common responsibility. She did not want to do so. Having entered the game, Canada would play it honestly and successfully, and it was now for the Canadians to prove their worth by works, and to be prepared to defend their heritage as well as to develop it. Notwithstanding Canada's dependence on open ports the position to-day was such that one third-class cruiser at Halifax, Quebec, or Victoria could destroy the present fancied security.

"We have developed the country, but development is not defence," continued Mr. Foster. "We have shown our riches, but we have shown our weakness." He held that the taking over of Esquimaux and Halifax was no effective contribution to actual naval defence, Canadian safety protection cruisers being merely coast lookouts. Contrasting the contributions of the Cape, Natal, New Zealand, Australia, and the British taxpayer with "Canada's aloofness," Mr. Foster declared: "It is time, for shame's sake, that we did something and did it adequately." He denounced dependence on the Monroe Doctrine as unthinkable. "Protection must be by ourselves or in co-operation with the Mother Country. A proposal to contribute Dreadnoughts is equivalent to contributing money. As Canada cannot build she should contribute regularly, trusting to the British Admiralty for the management. Eventually, however, we must have a naval defence of our own co-operating with the Imperial force. With the first ships built and manned in Great Britain the battles of Great Britain will always be our battles and the best place to fight the battle of the defence of Canada and Australia is at the very home-port of the enemy. Just as the Colonies proved their loyalty in the gate, the equally important lesson should be removed of Imperial unity. If Sir Wilfrid Laurier proposes to meet the present emergency by a gift of Dreadnoughts or of money the Opposition will stand by him." (Cheers.)

Sir Wilfrid Laurier, while congratulating Mr. Foster on his eloquent and moderate speech, found fault with the vagueness of the motion. "Canada," said the Prime Minister, "is not a nation in her duty, and it is our duty to determine to carry out every duty imposed in the title of British subjects; not only that, but Canada is prepared to make every sacrifice to maintain the standard and status of the British Empire. But we are not to be stampeded by excitement from pursuing a settled course. The Government is prepared to stand by its declaration at the conference of 1902—that it is prepared to assist in Empire defence so long as it does not interfere with the principle of autonomy. Australia has followed this example by providing local defence, rather than an Imperial contribution a policy which is also advocated by Lord Selkirk. We see no reason in anything that has taken place of late to alter from that policy, but while we have done much to advance the fight since 1902, we have not done much in the way of naval defence, and the time has come to take action.

"Our plan will be to establish a nucleus Navy. We must proceed as with the Militia and confer with the Imperial Defence Committee and organise a plan to be carried out in Canada with our resources and our own men. Perhaps in building a great Navy Germany is not preparing to do to Great Britain at sea what she did to France on land. It is difficult to sell a prospect. But though the danger is not imminent we must be vigilant. England is the nation which, has not lost her head among the armed camps of Europe. British supremacy on the sea must, however, be maintained, and should a day of trial come it will be the duty of her daughters to rally round the old standard."

Do you drink Whisky?

If so, drink THE BEST and the Best is

Wright & Greig's "Premier"

It is the very finest Whisky that can possibly be produced. The Whiskies of which "Premier" is composed are of the very oldest, selected from the best Distilleries in Scotland, and put together with all the knowledge which 50 years' experience can acquire.

OBTAINABLE THROUGH ALL FIRST-CLASS WINE MERCHANTS.

Wright & Greig, Ltd., Dallas Dhu Distillery, Forres, Elginshire.

Head Office: 64 Waterloo Street, Glasgow.

By Appointment to H.M. the King.

BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE. Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Constipation, to young men, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial, pure and faultless preparation. To be taken on a lump of sugar. COMPAGNIE GS VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS—CALDECK, MACGREGOR & Co., HONGKONG.

Sir Wilfrid Laurier added that he would "stamp" Canada, beginning at Quebec, to impress on the people that the stability of their institutions and laws and their liberty was dependent on the maintenance of the British Empire.

THE PREMIER'S PROPOSAL.

In conclusion he moved the following substantive motion: "That this House recognises that it is the duty of the people of Canada to assume a large measure of the responsibilities of national defence. The payment of a stated contribution not being a satisfactory solution of the question of defence, the House cordially approves expenditure to organise a Canadian Naval Service to co-operate with the Imperial Navy along the lines suggested by the Admiralty at the last Imperial Conference. In sympathy with the view that the naval supremacy of Great Britain is essential to the Empire and the peace of the world, the House expresses the opinion that whenever necessary the Canadian people will be found ready and willing to give the Imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and honour of the Empire."

KEATING'S POWDER

BUGS FLEAS MOths BEETLES

TINS & BOTTLES ONLY.

SANTAL MIDY

These tiny Capsules—superior to Copaliba, Cubeba, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

FOR DISEASES OF THE URETHRA.

GRIMAUD'S SYRUP

OF THE PROPERTIES OF LIME.

This syrup is a powerful expectorant, and is highly recommended for Consumption, Obstructed Coughs, Whooping Cough, and all other diseases of the Throat and Lungs.

THE NEW FRENCH REMEDY.

THERAPION

This successful popular remedy, used in continental hospitals by Ricord, Kossel, Jobert, Velpeau, and other eminent physicians, is highly recommended for all diseases of the Throat and Lungs.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

